

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.86

(ESTABLISHED 1881.)

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June 16 1915. Temperature 6 a.m. 81 2 p.m. 86
Humidity " 87 " 77

June 16 1914. Temperature 6 a.m. 83 2 p.m. 85
Humidity " 79 " 75

29:7 日四初月五

WEDNESDAY, JUNE 16, 1915.

三時鐘 日六十月大英一千九百一十五年
SINGLE COPY 10 CENTS
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TO-DAY'S LATEST WAR TELEGRAMS.

THE ITALIAN ADVANCE.

CONTINUANCE OF THE MALBORGHETTO BOMBARDMENT.

Total Naval Casualties.

WHAT THE WAR IS COSTING BRITAIN.

[Reuter's Service to The "Telegraph."]

FRENCH COMMUNIQUE.

ANOTHER GERMAN COUNTER-ATTACK REPULSED.

June 15, 5.10 p.m.
A Paris communique says:—A German counter-attack at Quenneviere was completely repulsed. A long-range gun fired into Compiègne did no damage.

TOTAL NAVAL CASUALTIES.

June 15, 5.10 p.m.
In the House of Commons Mr. Asquith announced that the total Naval casualties were as follow:—
Killed—Officers 549; Men 7,606.
Wounded—Officers 181; Men 2,202.
Missing—Officers 74; Men 2,785.

WAR FINANCE.

June 15, 5.10 p.m.
In moving a vote of £250,000,000 Mr. Asquith said that this was the fifth vote of credit since the outbreak of war. There had been three such votes during the financial year 1914-15. Normal supplies on a peace basis were voted before the war, consequently the credits provided for additional expenditure making a total of £362,000,000, which was £5,000,000 in excess of the actual expenditure.

ITALIAN COMMUNIQUE.

BOMBARDMENT OF MALBORGHETTO CONTINUES.

June 16, 8.45 a.m.
According to Reuter's correspondent at Rome, a communique states that the Austrians attempted to ignite the forest of Monfalcone, but were repulsed by rifle-fire.
The successful bombardment of Malborghetto continues.
The lower part of Fort Hensel has been destroyed.
The enemy's losses at Plava are most heavy; the Austrians here have been withdrawn from the Serbian front.

RACING.

THE NEW DERBY RESULT.

June 15, 4.00 p.m.
The result of the new Derby run off at Newmarket is as follows:—

Pommern,	11 to 10	1
Let Fly,	10 to 1	2
Rosendalo,	40 to 1	3

There were seventeen starters, two lengths dividing the first and second, the third being three lengths away.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

WAR TELEGRAMS.

EARLIER TELEGRAMS.

INDIAN CAVALRY GYMKHANA.

June 15, 4.55 p.m.
Their Majesties the King and Queen of Belgium and the Heir Apparent visited the Indian Cavalry camp and witnessed a Gymkhana organised in their honour.

General Rimington and Staff welcomed the royal visitors, who were escorted by British Cavalry.

Their Majesties drove round the parade ground, and through lines of Indian troopers drawn up in single ranks with officers in front, and then entered the enclosure, from which they could see the whole brilliant array of Indian Cavalry gathered in dense lines.

After the Gymkhana the Royal visitors had tea at General Rimington's headquarters.

The King thanked the General warmly for the entertainment, and praised the bearing of the troops.

LORD HARDINGE TO REMAIN IN INDIA.

June 15, 5.50 p.m.
Mr. Asquith, replying to a question put in the House of Commons by Colonel Yate, said that in normal circumstances Lord Hardinge's term of office as Viceroy of India would terminate in November; but the Government, recognising the great services he had rendered in India, desired to retain the advantage of his experience during the coming winter, and had requested him to remain till the end of March. Lord Hardinge had consented, and the King had approved the arrangement.

Mr. Asquith added:—"I am glad to take this opportunity to express our sense of the public spirit, in spite of the great strain of his labours and in face of heavy private sorrows, with which Lord Hardinge has placed his services unreservedly at the disposal of the country." (Cheers.)

STIFF FIGHTING IN RUSSIA.

June 15, 5.55 a.m.
Reuter's correspondent at Petrograd reports that an official announcement states that great enemy forces repeatedly attempted to cross the river Windau, near Liatzkow, on the 13th, but were repulsed. A detachment crossed the river lower down, but its attempt to advance was checked.

The battle for a position near Shavli continues with varying fortune. The town of Shavli has been bombarded with heavy guns. The fierce battle in Galicia was resumed on the 12th and 13th. Dense columns of the enemy succeeded in crossing the river Lubaczewka, and capturing the village of Tachla.

Persistent enemy attacks on the bridge-head on the left bank of the Dniester were unsuccessful.

An exceptionally bold Russian counter-attack was made by several companies, and four hundred prisoners were taken.

UNCONDITIONAL SURRENDER IN NIGERIA.

June 14, 5.55 a.m.
The Press Bureau announces that the Governor General of Nigeria reports that Garua, on the Benue river, surrendered unconditionally to an Anglo-French force commanded by Colonel Canliffe, on the 11th inst.

THE ELECTION IN GREECE.

June 15, 5.55 a.m.
Reuter's correspondent at Athens reports that the Venezueloists are victorious everywhere in the elections, except at Macedonia.

FRENCH COMMUNIQUE.

PROGRESS OF THE FRENCH.

June 15, 12.55 a.m.
The Paris evening communique says:—
German attacks north of Arras and south-east of Habertorne were repulsed.
We advanced our lines at Lorraine where our progress in the Embermenie-Parroy sector has been un-interrupted.

WAR TELEGRAMS.

TWO FRENCH DESTROYERS BOMBARD A TURKISH PORT.

June 15, 6.15 p.m.
Reuter's correspondent at Athens reports that two French destroyers bombarded the port of Tohesme, Asia Minor, which is believed to be the base of the German submarines. All the sailing vessels in the harbour were sunk, and the Customs and Telegraph offices and petrol stores were destroyed. The garrison fled.

THE LABOUR TROUBLES.

June 15, 6.15 p.m.
At a meeting to-day of the cotton-waste employers, and spinners and manufacturers, it was decided to accept the offer of the Board of Trade to intervene in the cotton trade dispute.
It is believed that other sections of the trade will adopt a similar attitude.

PRINCE OF WALES COMING OF AGE.

June 14, 8.40 p.m.
H.R.H. the Prince of Wales, who is at the Front, desires that all congratulations on his coming of age shall be postponed till the conclusion of the war.
[His Royal Highness will be 21 years of age on the 23rd inst.]

THE DESTROYED ZEPPELIN.

June 14, 8.40 p.m.
Reuter's correspondent at Amsterdam reports that the airship destroyed at Evers was Zeppelin 38.

THE WAR AND THE SUEZ CANAL.

June 15, 6.30 p.m.
Reuter's correspondent at Paris states that the report of the Council presented at a meeting of the Suez Canal Company stated that the war had caused a falling off in receipts from commercial traffic estimated at nearly 40 per cent. in the second half of 1914. Increased receipts from military transports constituted, however, an important set-off. The decrease in the current year was estimated at 35 per cent. The Board proposed a dividend of 120 francs, allowing a sufficient reserve to be carried forward to avoid a fresh decrease next year.

President Jonnart said that the Company had suffered comparatively little from the war. Its vital force had not been affected, and they could look forward to a prosperous future. All Turko-German attacks on the Canal had failed, and any future attacks were likewise doomed to failure.

The report was unanimously adopted, as was also a motion to withdraw the mandate from the German Director, Herr Heinemann.

HEIR'S DEATH ASSUMED.

June 15, 10.00 p.m.
In the Probate Court to-day, leave was granted to assume the death of Gerard Freeman Thomas, heir of Lord Willington, who has been missing since the battle of the Marne when he was wounded.

RENEWED SUBMARINE ACTIVITY.

June 15, 10.00 p.m.
Three trawlers have been torpedoed, and also the steamer Hope Mount.
It is reported to-day that the latter was attacked without warning. Three shells struck the bridge, wounding the Captain and four of the crew. The crew were then ordered to take to the boats, and remained afloat for twelve hours until they were picked up by a Greek steamer.
The same submarine sank a French schooner. It came from behind a flagless steamer and gave the crew only two minutes to abandon the schooner, which was then sunk with shell fire.

NEWS FOR BUSY MEN.

CONDENSED.

The result of the New Derby is published to-day in the telegrams.
The successful bombardment of Malborghetto by the Italians continues.

A German counter-attack at Quenneviere has been completely repulsed by the French.

The Austrians after an attempt to fire the forest at Monfalcone, were repulsed by the Italians with heavy rifle fire.

Mr. Asquith has given the figures relating to killed, wounded and missing in the Navy since the outbreak of war.

In moving a vote of 250 millions, Mr. Asquith stated that this was the fifth vote of credit since the beginning of the war.

NEWS.

This morning in the Summary Court, a Chinese applicant to have a judgment set aside.

"Our Contemporaries" appears on page 2, Commercial News on page 3, and Log Book on page 6.

SANITARY MATTERS IN PANAMA.

Malaria War Fiasco.

St. Louis, April 30.
That Colonel George W. Goethals was to blame for failure of the Panama canal zone's sanitary authorities to do away with malaria there, was the charge made to-day by Dr. W. C. Gorgas, surgeon general of the United States Army, in the course of an address at Washington University medical school dedication. Although Colonel Goethals' name was not used, the references were unmistakable.

Doctor Gorgas told how, at the end of his four years' work, in 1908, the malaria rate had been reduced from 821 per 1000 to 282. He told of a new commission being put in power in 1907, and continued:

"In 1908 all power on the isthmus was concentrated in the hands of a single man, the chairman of the commission. This officer thought it advisable to make radical changes in methods of sanitation. These changes, ordered by the chairman, took execution of the anti-malarial work out of the hands of the sanitary authorities and placed them in the hands of men who had no special knowledge of anti-malaria work. I argued against these changes, but no avail."

Doctor Gorgas told of his fifteen years' experience in tropical sanitation, especially in Cuba, and said that could he have continued his work in Panama the result would have been the same as in Havana, and the canal workers would have been entirely free from malaria, as were the citizens of Havana.

"I feel convinced that if our chairman of 1908 had been able to put into effect in 1904 the methods he forced on me in 1908, we could not have accomplished the sanitary success at Panama which we had accomplished prior to 1908," he said.

Doctor Gorgas said that when knowledge of the means of protection against malaria and yellow fever becomes general, white men will have a tendency to leave temperate zones and seek opportunities afforded in rich tropical countries, where returns from agricultural labour are much greater.

DON'T FORGET.

TO-DAY.

B'jon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

B'jon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Dragon Boat Festival.

Tuesday, June 22.

Sale of Land in China Road—
G. P. Lammer's Sales Room—
3 p.m.

NOTICES

THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

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OVER 10,000 IN DAILY USE.

HORNSBY OIL ENGINES.

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New Scheme for Children's Early Endowment.

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Write for Pamphlet and Full Particulars to

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& CO., TOKIO, JAPAN.

OBTAINABLE EVERYWHERE

SOLE AGENTS.

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

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CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913.

NOTICES

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Hongkong, July 14, 1914.

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A first-class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

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Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

Under Personal Management of

O. E. OWEN, Proprietor.

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OPPOSITE ASTOR HOUSE HOTEL.

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Inspection cordially invited; full particulars may be obtained either premises or

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EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under English Management.

H. R. WARING,

ACTING MANAGER.

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1914, under new proprietorship and management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix."

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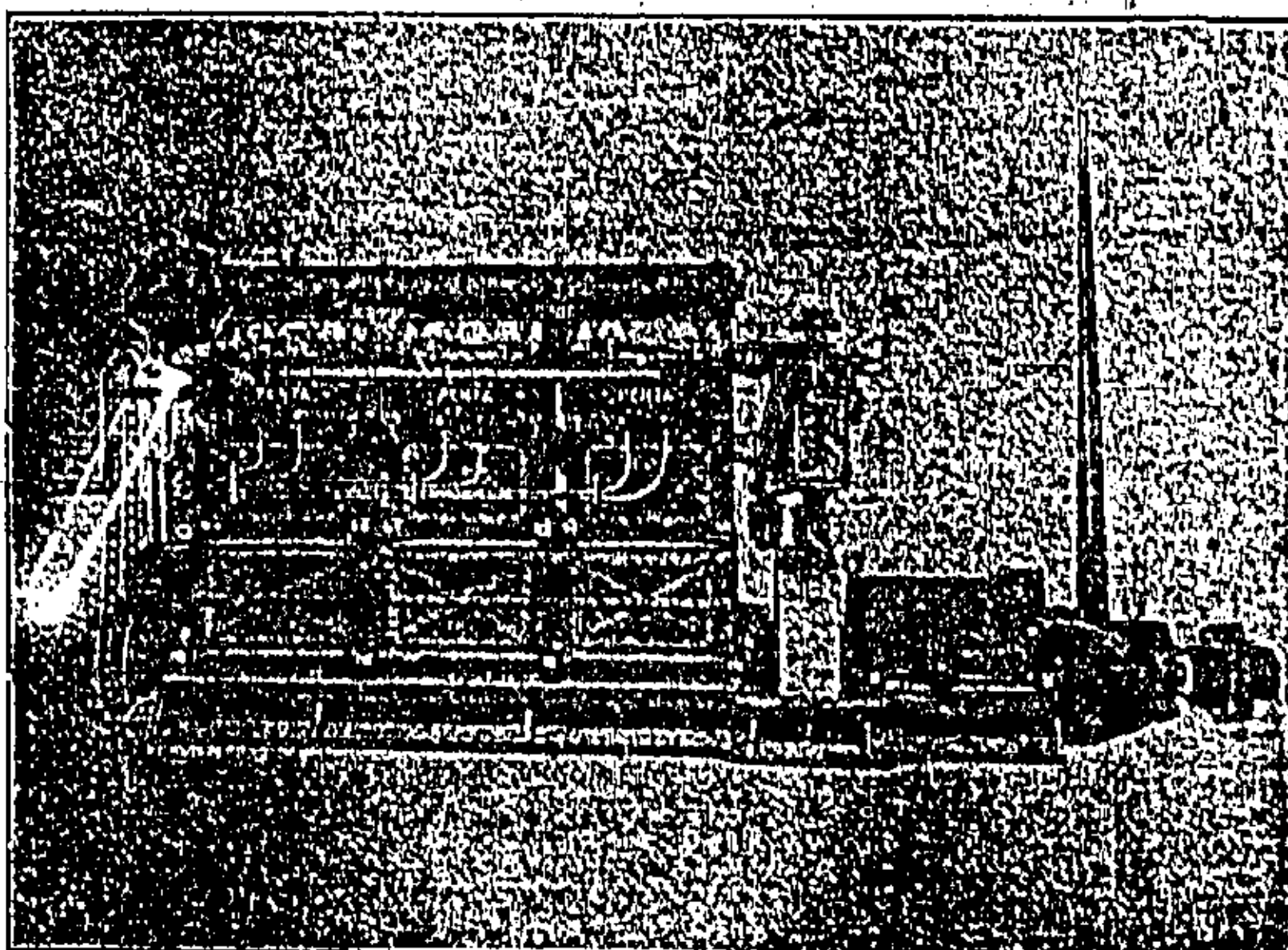
Unrivalled for Comfort, Health and Convenience. Telephones in Every Room; prompt connection maintained by six lines to Central.

Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. FEUSTER, Manager

NOTICES

THE PENTA KEROSENE MOTOR.



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MOST RELIABLE ENGINE IN THE MARKET. SMALL, COMPACT, ECONOMICAL. FOR STATIONARY AS WELL AS MARINE PURPOSES. VARIOUS SIZES IN STOCK. DEMONSTRATION BOAT IN HARBOUR.

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OUR CONTEMPORARIES.

South China Morning Post.

America's Mercantile Marine.

In another column, the veteran ship owner, Mr. Robert Dollar, expresses his views as to the possible effect of the bill. In an interview published in these columns a few months ago, he touched on the question of discrimination of Washington between American and foreign ships to the advantage to the latter, but he felt hopeful because action was immediately to be taken under the advice by President Wilson to pass a Merchant Shipping Bill. The draft was heralded with confidence and comfort, but it has never gone much beyond that stage. In its stead has come the new Seamen's Bill, which makes it imperative that 75 per cent. of the crew should understand the language of their officers. The Seamen's Unions have scored a victory, probably at the expense of their country's flag. They may reap a harvest in the way of collecting dollars to-day but they sacrifice at a critical period in the history of the country and of the world the greatest opportunity ever offered for the extension and development of the American mercantile marine. It is fortunate that patriotism does not appeal in a similar manner in every country.

Daily Press.

Men and Munitions of War.

If apathy exists anywhere in the British Empire it is apathy born of ignorance of the country's needs. Lord Rosebery in a public speech recently in which he declared that he saw no signs of apathy, asked: "What nation in history has ever raised over two million men in a few months by voluntary service and is willing to spend over two millions a day as long as they have two millions to spend, in order to fortify their armaments in the field? Let these who feel the apathy stand forth." There is now no apathy in fact. The Government has only to explain its need of men either for the trenches or the factories and it will find that not only in the United Kingdom but in every British Colony throughout the world the people are capable of rising to even greater heights of patriotic fervour than we have already seen. As the war drags on we hear less and less of the need for conscription in Great Britain: the voluntary system of service has proved equal to the occasion up to date, and we seem far yet from exhausting its possibilities.

China Mail.

Holland and the War.

That shrewd observer and ex-Minister of France, M. Pichon, thinks that Germany is trying to goad Holland into some overt act which would justify an invasion of the Netherlands, and he develops his thesis in his book, *The Pax of the Enchained*, where he remarks: "The invasion of Dutch territory would facilitate to a remarkable degree the occupation of Belgium, which could then be properly organised. At the Hoboken shipyards, near Antwerp, the Germans are putting out submarines of the newest type. What better way to reach the sea than by the Scheldt? No one will think that William II did not ask himself this question before establishing these shipyards. And since there can not be two replies to this question; this idea, to support which there are so many facts, is surely one to cause a certain fear of this danger. In former days there were treaties in which innocent people could see the elements of a gas attack."

A few more acts of wanton aggression on the part of Germany and Holland will join with the Allies in the glorious task of ridding Europe and the world of Prussian militarism and German barbarism.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best—ALEXANDRA CAFE.



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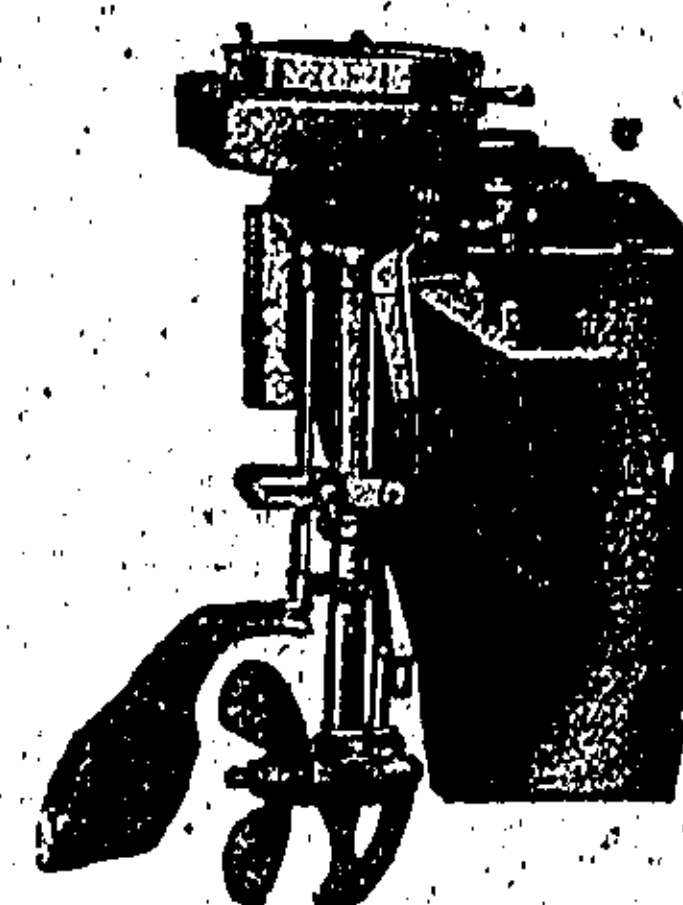
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Hongkong, 18th July, 1913.

GENERAL NEWS.

Half a City Destroyed.
A message from Colon (Panama) reports (says Reuter) that a fire has destroyed half the city, including the principal business district. The loss is estimated at \$400,000.

The Late Captain Wingfield.
Captain Cecil John Tabbot Rhys Wingfield, who died at Boulogne on Thursday from wounds received in action near Ypres on the 23rd April, was educated at Eton and Sandhurst. He joined the 4th Battalion 60th Rifles in 1901. He had already been once previously wounded in the present campaign. He also saw service in South Africa, for which he received a medal and two clasps. In 1904 he married Lady Violet Noel Forrester, and had an only son.

A Fortune of £4,294,423.
Mr. Charles William Post, of Washington, U.S.A., head of the Postum Cereal Co. (Ltd.) (makers of "Grape-Nuts" and other patent foods), president of the National Trades and Workers' Association (U.S.A.), who died May 9, 1914, at the age of sixty years, left a fortune valued for probate at \$4,294,423, made up to \$2,552,380 dollars American property, and \$1,237,777 in the United Kingdom. Mr. Post typified the success of business, as his main feature of food on a commercial scale began as recently as 1894.

The War and Race Struggles.
Dr. William Ridgway, Professor of zoology at Cambridge University, in an address recently delivered the present war resulted from "evolutionary racial struggles." "Hard facts seen from a scientific viewpoint," said Dr. Ridgway, "indicate that the present war is only the first of a long series and that each new struggle will be more serious. The earth's waste places are getting filled up and these wars are part of evolutionary racial struggles for existence and not the result of mere kingly ambitions."

Lassoing a Lunatic.
Asphyxiating gas has, says Reuter's Paris correspondent, been used with little success in the capture of a madman at Sentouen. Jean Boute, a middle-aged working man after trying to kill his wife, barricaded himself in his cellar. The police, with crowbars and firemen were summoned from Paris. With them came M. King, Director of the Municipal Laboratory, with a supply of gas, which was pumped into the cellar. A fireman, donning a smoke-helmet, burst in the door and tried to catch the madman, but he came out soon after, half-asphyxiated, without the helmet, which Boute had pulled off. After four hours' efforts, Boute was finally captured with a lasso, and taken to an asylum.

Lobsters Not Domestic Animals.
Says an American paper:—The lobster isn't a domestic animal, and so it isn't entitled to the protection afforded by the laws prohibiting cruelty to animals. Judge Patterson made that decision yesterday in absolving John Handwerker, chef at Kopp's Cafe, from charges brought in 1912 by the Society for the Prevention of Cruelty to Animals. The court upheld J. A. Robbins counsel for the chef, in the contention that the laws protecting animals from cruelty apply only to domestic animals. "The lobster," the lawyer said "never permitted domesticity to be inflicted upon it. It figuratively lives in hot water all its life, and actually dies in hot water. Anyhow, it isn't an animal, but only a crustacean, and, as such, is not honoured by mention by the state lawmakers." The chef was arrested because he spiked the claws of the lobster. Spiking it was explained, is necessary, and is practiced by chefs all over the world. It is done to prevent lobsters from clawing their fellows. The case was first heard by the late Judge Kinsey. It is one of the few undisputed of at the time of his death.

If you have lost your appetite or are of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

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which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

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| 60028 | Wee Jean MacGregor | Ladder |
| 60126 | Last Rose of Summer | Lucy Marsh |
| 60128 | A Birthday | Florence Hinkle |
| 70106 | Portobello Lass, The | Lauder |
| 70107 | It's Nice to Get Up in the Morning | Lauder |
| 17711 | Your King & Country Need You | Song, Baker |
| | For King & Country | Song, Hamilton |
| 35373 | Cecile, Waltz Hesitation | (Castle House Orchestra) |
| | Esmeralda | |
| 17491 | He'd Have to get Under-Get Out and Get Under | Murray |
| | Wilhelm, the Grocer | Ada Jones |
| 17547 | A Little Love, A Little Kiss-Waltz | Military Band |
| | A Little Grey Home in the West-Waltz | Military Band |
| 17620 | The Ada Daba Honey-moon | Colins & Harlan |
| | Fido is a Hot Dog Now | Murray |

EXCLUSIVE DISTRIBUTERS.

MOUTRIE'S.

THE JUDGMENT OF THE U.S.

New Development in American Opinion.

"Public opinion in America is 80 per cent, on the side of the Allies. I was assured of this fact" writes Canon Harnay (G. A. Birmingham) in an exchange, "by an American citizen before I landed in New York, while the steamer slipped past the statue of Liberty and I stood staring at the Wo lworth Buildings and the Metropolitan Tower. The same statement—substantially the same, though the percentage varied slightly—was made to me again and again, in New York, in the south, in the middle west, wherever I went. I did not go further west than Chicago, but I have no doubt that I should have heard the same thing if I had made my way to San Francisco. My belief is that the statement is true. Eighty out of every hundred of the American people are in sympathy with the Allies. It is worth while, perhaps, inquiring what influences have been at work in the formation of this strong body of favourable opinion. Direct presentation of the English case by Englishmen in America or Englishmen who went over to America since the war began has had little to do with the matter—fortunately, for whatever effect this propaganda has had has been in the opposite direction. And English newspaper articles such of them as have reached America and been read there, have tended as a rule to irritate Americans."

The fact is that English agitators, writers, lecturers, debaters, and miscellaneous talkers, have seldom been able to shake themselves free of a feeling that America is still in some sense an English colony, and ought to be "loyal"—if not loyal to the Crown, at all events loyal to some indefinite tie of blood or tradition. But this is not the way Americans regard themselves. Their view is that they are a great neutral nation, bound to judge impartially the cause of the quarrel, and to form an unbiased opinion on the conduct of the combatants. They resent the suggestion that they ought to sympathise with England because they are more or less Englishmen. In the first place the majority of the citizens of America are not of English descent or of English blood, and feel no "Motherland" tie at all. In the next place there is, or was before the war, a vague feeling of dislike of England among most Americans. That their judgment has been given decisively on the side of the Allies is in no way due to the exertions of English apologists, for these exertions have generally been ill-directed and rather tactlessly made.

On the other hand, we may recognise joyfully that the German apologists have made a

much worse mess of their business. The English propaganda was sporadic, unorganised, and ill-aimed; individuals, and England is blessed with an Ambassador in Washington who does not talk. The Germans have an Ambassador who talks a great deal, and the Germans made an organised attempt to influence American opinion. Their idea apparently is that Americans are incapable of reasoning, and I think that their failure was largely due to this initial mistake. It may be irritating to be appealed to as first cousin to an Englishman. It is positively insulting to be appealed to as a fool. "Whenever an Englishman says something annoying," thus an able American summed up the case for me, "or the English Government does something which makes us angry, a German is certain to come along right away and say something far worse. Then the English mistake is forgotten." That, I think, is very nearly exactly what has happened.

The English apologist generally has sense enough to try to disguise the fact that he regards America as semi-detached dependency of Great Britain. It is only from his manner and way of talking that it can be gathered that this is his real idea. The German makes no attempt to disguise the fact that he regards Americans as incapable of reasoning. When he asks them to believe that the New York Times is in the pay of the English Government, he not only asks them to believe what no one except a fool possibly could believe. When the German apologist asserts and reiterates the proposition that England planned the war and sprang it upon a surprised and pacific Germany he does not carry the ordinary American with him. On the contrary, he sets the ordinary American thinking, and to the man who thinks, even in quite an ordinary way, it seems plain that Germany was ready for the war and England was not; is not, in fact, quite fully prepared even now. It is something of an insult to a man's intelligence to ask him to believe that the combatant to a quarrel who is quite prepared to fight was taken by surprise, while the combatant who is painfully unready plotted the whole thing. I do not think that the Germans had a very good case with which to go to the American public, but a man as clever as Herr Dernburg might have managed even a very bad case rather better than theirs has been managed.

If the German Emperor had been wise he would have sent Herr Dernburg into the fighting line, and hired as many hot-blooded English patriots as he could get to go to America. If the heads of the English Foreign Office had really been gifted with the super-Machiavellian cunning with which the Germans credit them they would not only have kept Englishmen at home—that they seem to have tried to do—

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and suppressed a good many articles on America in the English Press, they would also have subsidised *The Fatherland*, for *The Fatherland* is the most vigorous pro-German organ published in America in the English language. These would have been the paths of true wisdom, supposing that the two Governments wished to secure the sympathy of America. But I doubt whether either thing would have been worth doing. The American public is not a class of college students, set out in orderly rows, with notebooks in hand, and mind in a state of docile receptivity, waiting to be taught what to think by authoritative professors, either German or English. On the contrary, the American public was determined to make up its own mind independently, and believed itself quite capable of doing so. As a matter of fact it has done so, and arrived at a judgment definitely favourable to the Allies. Englishmen ought not to quarrel with the result, however it has been attained.

I am inclined to place the violation of the neutrality of Belgium as first not only in time, but in importance, among the factors which have gone to the making of American opinion. Nothing the Germans have said in explanation or apology has done anything to mitigate the sense of outrage which the invasion of Belgium created in America. The plea of military necessity, put forward at first, made things worse instead of better. Americans believed—it seems odd now that anyone could—in Hague Conferences, International Law, the sacredness of treaties, and the whole idea of arbitration. There was, and still is, a great sentiment in America, a kind of religious faith in "the Parliament of Man, the Federation of the World." The Americans feel that they had got hold of a divine principle. They are prepared in a tentative, perhaps muddle-headed way, to act on it themselves. The mention of their own policy in Mexico brings pained and puzzled frowns to their faces. The thing does not seem to be working out

quite rightly, but it is a divine thing all the same. The German contempt for the sacred idea shocked America profoundly. It was as if someone, in the presence of a devout Christian, were to spit on a crucifix. The plea that he had been chewing tobacco and had to spit somewhere is no excuse at all. The subsequent apologies of the Germans were no better. It was useless to say that French soldiers crossed the Belgian frontier. The fact remained that it was German and not French guns which battered the forts of Liege. The vaunted discovery of compromising English papers in Brussels did not affect American opinion. The Americans wanted the compromising papers produced, wanted to be able to judge for themselves whether they really were as compromising as the Germans said.

In another way the violation of the Belgian neutrality gave not exactly a shock, but a jar to American opinion. I remember sitting one evening in the smoking-room of a Pullman car, one of those uncomfortable cabby holes to which a man has to resort for a last pipe before creeping into his stuffy berth for the night. I had to sit there—there is never room enough in these places—on the corner of a wash-hand basin, but I put up with the inconvenience because I was able to listen to a man who was explaining the rights and wrongs of the war to his fellow-smokers. Germany—this was his line—had broken a contract by invading Belgium. If a great nation may break a contract, it is plain that an individual may. If an individual may break a contract, what becomes of business? And America is a business nation. There is, according to our ideas, a flaw in that line of argument. In Europe we do not believe that nations are or can be subject to the moral laws which govern individuals. But Americans have not yet formulated the doctrine that the State is above morality. They are still struggling with the feeling that what is wrong for one man to do by himself must be wrong for twenty million men to do in partnership.

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By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 16, 1915.

PEACE TERMS.

Many Continental, American and Home papers are occupied in deciding the terms upon which the combatants in the war will consent to lay down their arms. The German press views may well be left out of the question; so, for that matter, might those of many British and United States papers. To all intents every Britisher knew, within a few weeks or months of the outbreak of war, what the peace terms would be. The Prime Minister laid them down for good and all in his memorable utterance: "We shall never sheathe the sword, which we have not lightly drawn, until Belgium receives in full measure all, and more than all, she has sacrificed; until France is adequately secured against the menace of aggression; until the rights of the smaller nationalities of Europe are placed upon an unassailable foundation and until the military domination of Prussia is wholly and finally destroyed." Mr. Asquith's statement resolves itself into a promise to the nation; it tells us what we are battling for and, by implication, on what terms the Allies will cease fighting.

That the Premier had all the backing in the Empire that is worth reckoning, when he thus stated the position, nobody doubts. He spoke, not only for himself and the then Government, but for the British race as a whole. We are going to fight, then, till Germany is prepared to indemnify Belgium—as far as money will do this. That is the main condition of peace and, next to it, comes an assurance (and we know too well that Germany's word without heavy security will be valueless) that France and other nations will be left in peace for all time. It will only be when Mr. Asquith's final condition is fulfilled—the destruction of Prussian military domination—that the other two, add minor ones contingent on them, can be dealt with.

Some papers have expressed a hope that the war will not be needlessly prolonged over a mere question of terms. Of that we may all rest assured, and the people whose hopes have taken such form are disquieting themselves needlessly. How is it that they do not see that the greater contains the less? When Prussian despotism is broken there will no longer be anything to fight about. In such a war as the Franco-German, peace certainly depends on both sides coming to an understanding; but, in the present case, there is but the one condition: the surrender of Germany. For the war all along has been a punitive one; therefore it is childish to talk as though peace were a mere question of arbitration; as well talk about peace between a policeman and the murderer whom he is about to catch after a long chase. We must find some other word. Germany is a criminal, a murderer—not yet captured and tried, albeit convicted beforehand by the testimony of the greater part of the civilised world. The question, then, is not how long can two properly organised Powers go on fighting before they reach such an agreement (e.g. as the British made with the Russians at the end of the Crimean War, but how long can the ruffian go on eluding the policeman who absolutely refuses to listen to any talk of coming to terms? When Germany's downfall is completed she will be called upon to pay for her fun. Many of the papers have already settled in their own minds as to "who is to have what" but all that must necessarily be more or less idle speculation. The main point is that Germany will have to pay the bulk of the bill which the Allies and herself have been running up. From time immemorial the method of dealing with the moneyless debtor has been by distraint. Everyone knows that the bill cannot possibly be met with money in this case; but, since the offender has property, the alternative seems pretty obvious.

"No More Made in Germany."

The other day a Kowloon lady was about to order some household tin-ware of her comrade when she was met with a regretful: "No can catch since war, Missy. German shops all makes shut up." And so, because German goods are no longer on sale—or supposed to be on sale—in the Colony, housekeepers must run short of ordinary domestic necessities. It is difficult to know at whose door to lay the responsibility for the flooding of the Home, Colonial and Chinese markets with German-made goods. The public naturally blames British tradesmen. "Our shop-keepers," they say, "place a prohibitive price on their wares, and so, whether we like it or not, we are bound to patronise German manufacturers." In turn, the shopkeepers blame conjointly the public and the Germans; the one for disloyalty, and the other for laying themselves out to export the cheap and the nasty. Of course much of the blame harks back to the economic conditions that obtain at Home. The British are far less thrifty than the Germans, and so what is poverty to the one becomes at least a decent competence to the other. Therefore the German can afford to work for a smaller wage than the Britisher. There are, of course, scores of other considerations, big and small; but it is idle to worry about what has been. It is with the future that we are concerned. The doom of things made in Germany may be looked upon as sealed, so far as Britishers have any say in the matter. But there remains the question: Are British makers, workers and buyers going to stand by as calmly as they did before, when the war is over, while some other foreign nation steps in and undertakes to capture what should be British trade?

Went Down in the Lusitania.

We see from a Home message dated May 10, that among those lost in the Lusitania was the well-known orator Father Basil Mathurin. The late priest was of an Irish Protestant family and claimed his descent from a French Huguenot refugee of the 17th century. He was born in 1847 and was a graduate of Trinity College, Dublin. After holding an Anglican curacy for some years he joined the well-known Cowley Fathers and was sent to take charge of a parish in Philadelphia in 1876. He became a noted preacher, of the extreme High Church school, and had a very large following in the States and in England, where his theological and devotional publications were deservedly popular. In 1897 he was received into the Catholic Church—indeed he was one of the first converts after Leo XIII's declaration against Anglican Orders—and was ordained at Rome. B. M. as preacher and as private individual he achieved immense popularity wherever he went, and it is no exaggeration to say that many thousands of people in both Churches will mourn his loss.

Who are the Seventy-Six?

Mr. Wilfrid Harvey, the *Globe's* literary critic, has fallen foul of "an American gentleman who seems to find time hanging heavily on his hands" for having compiled a list of no less than seventy-six "living British writers whose names everybody ought to know." With Mr. Harvey, we should certainly like to see the list. The probability is that the American gentleman with time to spare has a higher opinion of British authorship (and of the appreciation with which it meets) than Britishers themselves have. Among the names which "everybody ought to know" we should reckon half a dozen writers of technical books, three or four poets of sorts, a dozen novelists and perhaps a dozen—all told—biographers, essayists, historians and philosophers, which brings us only to about half the number spoken of. "Everybody" is a big word. A science student could probably rattle off a score of scientific authors of whom only himself and others like him ever heard. Similarly the confirmed novel-reader could produce a hundred names of which not ten are known to the general public. But there is an easy test. Ask the first twelve or twenty Britishers whom you meet, to write down the names of seventy-six living authors.

DAY BY DAY.

A REAL SPIRIT SHOULD NEITHER COURT NEGLIGENCE, NOR DREAD TO BEAR IT.—Byron.

The Weather.
Lower level 8 a.m. Temp. 83; fair.
At the Peak 8 a.m. Temp. 75; fog.

Count the Columns.
Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 34 published.

The Mails.
French Mail.—Arrived per s.s. Atlantique to-day.
Siberian Mail.—Closed per s.s. Atlantique to-day at 4 p.m.
Siberian Mail.—Closes per s.s. Yingchow at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Hongkong and Shanghai Banking Corp.—\$895, buyers.
Yankee Lda. Asso. Ld.—\$230, Ex. 73.
Hongkong Cottons.—\$71, sales and buyers.
Indo-China.—\$90, sales.
China Sugars.—\$113, sales and buyers.
Luzon.—\$31, sell. rs.
Green Islands.—0.90, buyers.
Union Waterboat Co. Ld.—\$17, buyers.
China Manilas.—\$4.90, buyers.
Shanghai Cottons in Shanghai.—Tls. 97 buyers.

The Dollar.

The rate of the dollar on demand to-day is 94.

To-day's Anniversaries.
To-day is the 172nd anniversary of the Battle of Dettingen and the 100th of Quatre Bras.

Alleged Stowaway.

On the arrival of the s.s. *Itala* from Singapore, yesterday, the Water Police arrested a Chinese on a charge of being a stowaway. At the Police Court, this morning, the case was remanded for inquiries.

Died on the Voyage Home.

We regret to learn that Quarter Master Sergeant Norton, R.E., who left Hongkong some short time ago for Home, died while the vessel was passing through the Red Sea. The deceased soldier had been in the Colony nearly four years, and had made many friends locally.

THE ROYAL COLONIAL INSTITUTE

And the War on German Trade.

The Empire Trade and Industry Committee of the Royal Colonial Institute has, during the past four years, done considerable service towards the co-ordination of the trade of the various parts of the Empire. In connection with the War, several new services have been inaugurated, and it may be of interest to quote some of those which are specially aimed at being of use to persons Overseas.

The Committee Undertakes.

(1) To bring before the notice of persons in the United Kingdom likely to be interested, any British product which is characteristic of or peculiar to any one of the British Possessions.

(2) To introduce the Raw Materials of the Empire to manufacturers.

(3) To find for buyers Overseas, British manufacturers to make goods formerly obtained from Germany and Austria. In some cases the Committee has induced British firms to take up the manufacture of goods formerly not made at all within the Empire.

(4) To bring the names of persons abroad desiring agencies before British manufacturers.

(5) Generally to take an active part in any movement which has for its object the improvement of commercial relations between the constituent parts of the British Empire.

The Committee will be glad to hear from any persons who may be interested in any of the above matters and to place the many and varied resources of the Committee at their disposal. As the object of the Committee is to stimulate in every way British trade from a patriotic standpoint, there is, of course, no fee chargeable in connection with this work. Enquiries may be addressed to the Empire Trade Committee, Royal Colonial Institute London, W. C.—Communicated.

NOTES ON THE CRISIS.

SUBMARINES STILL BUSY.

Failure of the Austrians.

No one hoped great things of the Austrians in their attempt to repel an Italian invasion, but, reading between the lines of the telegram received during the past fortnight, it would seem as though they had put up next to no fight at all. Last week the talk was of a transfer of troops from the Galician front to the Tyrol to deal with the Southern invaders, but we hear nothing further of the matter. Everything points to the Austrians being out of heart. It is not usually a victorious or hopeful army, that sets light to a forest in its own territory. That the Italian progress would necessarily be slow was manifest from the nature of the ground; but there is sufficient evidence to show that, however slow it may have to be, it is also sure.

The Italians as Soldiers.

Already, judging from last night's wire, the Italians have been engaged long enough to prove their mettle; to show the enemy with what class of men he has to deal. It is clear enough that old prejudices, old grievances, old feelings that loyalty was a local affair rather than a national one, have been sunk. To-day our new ally is fighting for Italy and the friends of Italy, and not just for Sardinia or Piedmont or Lombardy or Sicily. The political events immediately preceding her entry into the war showed plainly enough that if she joined the Allies it would be as an united nation and not as a series of provinces or parishes which might or might not agree upon essentials. Fate has not been kind to Austria in sending troops from the North of Italy against her. Her own finest soldiers are those from the Tyrol; but the men who are opposed to them have as much in their favour as they, when it comes to a question of physique, endurance and knowledge of mountain work. This was demonstrated plainly enough—if demonstration had been needed to convince the average onlooker of what he already knows—by last night's wire which gave us the story of how seven thousand Austrian troops were furiously and successfully attacked by the Italian hillmen near Monte Nero. Austria has not heard the last of her troubles in that part of the field.

The Submarines.

Germany continues to show the Americans how much she regards their protests and how sorry she is for having submarined merchant ships by adding, almost daily to her attacks on British—and neutral—shipping. Her latest valiant deed in this direction is the shelling, without any warning, of the s.s. *Hope Mount*, a Newcastle ship of 3,300 tons. Of course all this sort of thing is excellent fun—while it lasts and before the bill comes in. Germany with her submarines reminds one forcibly of a small boy with a catapult and a fairly wide range of windows to go at. What joy it was, when we were youngsters, to send shot after shot through those little diamond-shaped window panes. It was only afterwards that we thought of the terrible stoppages of pocket-money to pay for the broken glass—and often a good hiding thrown in. We can see those stoppages and that caning coming along for Germany in the not far distant future.

French Bluejacket's Good Work.

There is nothing new from the Dardanelles, but, further south, on the Asia Minor coast, a couple of French destroyers have scared the garrison of Tobesme and prevailed on it to run away. Incidentally they sank all the sailing ships in the harbour and destroyed the petrol stores and various public buildings. Tobesme is close on a hundred miles south of the Dardanelles, opposite the island of Chios, and is an important commercial centre with a population of well on towards twenty thousand.

CANTON NEWS.

Stamp Tax Revenue.

Canton, June 12.
On the first of June the stamp tax law was enforced. The Financial Board has announced that only 1/2 of the revenue derived from this tax will go to Peking. The other half will be divided as follows: one tenth to the office of the Governor, the same to that of the Finance Commissioner, and three tenths to the various magistracies.

Japanese Goods.

The feeling against the use of Japanese goods seems to intensify as time goes on. Guests in tea houses are not furnished with matches for lighting cigarettes at the present time, but on each table is a lighted coil of incense. The China Bank in Canton reports enormous deposits of money for "the restoration of a fleet and the establishment of native industries." Most of this money is being deposited by Chinese who have returned from foreign countries.

Naval Officers' Oath.

During the past few days, the naval officers have been requiring their men to renew their oath of allegiance. The items in the oath are somewhat as follows: Soldiers and sailors must serve their country faithfully, love and protect its people, respect their superiors, be kind to their comrades, obey their commands, give good attention to drills, be brave, assume a serious face, and be honest and reputable. If they do not do these things, God will punish them.

Government Surveys.

Surveyors sent out by the Central Government are arriving to run the lines between Kwang Tung and Kwong Si from Swatow to Nam Ching. Mr. Wan Wai-sheng is in charge of the work and he brings with him a large number of students and assistants. The line of survey passes through Chia Chow and Poo Chow and is over three thousand miles in length. The Generals of these two provinces are ordered to give the surveyors special protection. This is the usual rule. How can the Chinese Government expect to hold the respect of other nations when she shows herself too weak, or too foolish, to cope with petty bands of highwaymen in her own territories?

Bonds of R. R. Officials.

As per a recent order, the officials of the Canton-Kowloon Ry. have put up bonds as security for the discharge of their responsibilities. Part of these bonds are retained in the local offices and another part, consisting of \$1190, has been forwarded to Peking.

Suicide of a Young Woman.

A peculiar story is being passed about the city, the main features, at least, of which we have found to be correct. It seems that a young woman recently married was living with her husband's mother on Yok Kwei Tan St., and that the mother-in-law was rather severe in her treatment of her new daughter-in-law. About ten days ago, the two ladies had a sharper quarrel than ever before and the mother went to her room in a towering rage. She called her son, the husband, to her and demanded that he administer a beating to his wife. This he refused to do and accordingly the mother beat her son for his disobedience to her. She had not the right, according to Chinese ideas, to beat the daughter-in-law, but she did the next best thing. About two o'clock in the morning the young woman, having probably come to the conclusion that she was in the wrong, took a cup of tea to her mother-in-law and offered it to her. But the old lady refused it with scorn and commanded the young woman to stand in the corner of the room for three hours holding the cup before she was conceded to accept the peace offering. By that time the young woman was so disgusted and unhappy that she retired to her own room, drank a quantity of carbolic acid, and died in less than half an hour.

When the news of the tragedy was brought to the wife's parents, they came at once to the scene and had the mother-in-law arrested. She was fined \$1,000 and forced to advance \$3,000 for funeral expenses. The girl's parents insisted that the mother-in-law should be buried alive in the grave under the coffin of the dead woman, but the magistrate said this could not be done since the Republic had been instituted. The funeral was very grand, but the people of the husband's family were not allowed to participate in any way. Even the husband was obliged to retire, although he was given a little credit in view of the fact that he took a beating rather than beat his wife. Had it not been for this, he also would have been thrown into prison with his mother.

THE THAW CASE.

Jury Trial Granted.

Justice Hendrick in the Supreme Court ordered a jury trial to determine the question of the sanity of Harry Thaw, slayer of Stanford White. The trial was set for May 17 in Part 16 of the Supreme Court.

This trial will be in connection with the writ of *habeas corpus* obtained from Justice Bijar some weeks ago. The application for this writ was based upon the contention that Thaw is not insane, and that he should be freed accordingly; whatever his condition might have been at the time he shot White. The decision affords Thaw his first opportunity to have his sanity determined by a jury since he was acquitted of murder, on the ground that he had been insane when he killed White.

The scene in court when Justice Hendrick announced his decision, was unusual. Friends and spectators crowded forward to seize the prisoner's hand. He smiled, and remarked that he would prove that he "was all right now." Justice Hendrick, in his decision, said in part:

"I have come to the conclusion that the court has the discretion to order a jury trial in the matter of the *habeas corpus*. I have decided to exercise that discretion by granting a trial by jury."

"It must be borne in mind that in this proceeding before me Thaw is entitled to a trial of the question whether or not he is now insane, irrespective of the question whether or not the court has power to impanel a jury to aid it in its determination, and in either event such a trial must be had."

"I am of the opinion that the court has the power, in its discretion, to call in a jury to aid it in resolving the question of fact presented by the pleadings."

New York Evening Post.

THE CHINESE ARMY.

General Tuan Chi-jui.

Peking, June 3.

The sudden publication of the Presidential Mandate granting two months' sick leave to Grand General Tuan Chi-jui, Minister of War, has caused some uneasiness and surprise especially in military circles in the capital because only quite recently General Tuan's resignation was twice refused and the War Minister agreed to remain in office. Though General Wang Shih-tseng, member of the Generalissimo's Office and War Minister in 1911, is also an old follower of Yuan, he is not so popular with the Chinese Army, especially in south and central China, so that the sudden change will have some effect upon the re-organisation of the army. General Wang is a native of Chihli and in military matters he is regarded as not so experienced as his predecessor. It is believed in official circles that General Tuan will again resign after the expiration of his sick leave.

The Chinese authorities deny that the temporary retirement of the War Minister has anything to do with the Sino-Japanese negotiations, because during the height of the tension, General Tuan informed President Yuan that the army would fully support him in case he used it for the defence of the Republic. General Tuan will leave Peking shortly for Shanghai for the recuperation of his shattered health.

There is another report that after the termination of his sick leave, the War Minister will become the head of the proposed Special Committee of National Defence whose sole aim is to strengthen the land and coast defences of the Chinese Republic and the reorganisation of the Chinese Army in particular. N. C. Daily News.

Mother-in-law should be buried alive in the grave under the coffin of the dead woman, but the magistrate said this could not be done since the Republic had been instituted. The funeral was very grand, but the people of the husband's family were not allowed to participate in any way. Even the husband was obliged to retire, although he was given a little credit in view of the fact that he took a beating rather than beat his wife. Had it not been for this, he also would have been thrown into prison with his mother.

SANITARY BOARD.

The Water Carriage System Again.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon when the head of the department Mr. G. N. Orme presided. There were also present the Hon. Mr. W. Chatham, O.M.G. Hon. Mr. E. A. Hewett, O.M.G. Hon. Mr. S. B. O. Ross, Col. Gordon-Hall, Mr. P. W. Goldring, Mr. Ng Hon Tez, Mr. Chan Kai Ming, Dr. W. W. Pearce, M. O. H. and Mr. W. B. Rowlands, secretary.

An application was considered for permission to erect three water closets at Ian Mor Peak Road.

The president after speaking on the necessity for adhering to some settled plan of procedure said that if the application were granted in one case, it ought to be granted in respect to neighbouring houses in like circumstances, unless there were particular grounds for exception. It would be very unfortunate to grant an application in respect of one house and refuse it when made for a neighbouring house. Personally he thought it would not be more dangerous to grant the privileges required to the better class of European house, than it would be to keep the applicants under the discomforts and inconveniences of the present system.

The Hon. Mr. Hewett differed from the chairman when he said that because the Board made one grant they ought to grant a similar application from similar districts. He disputed entirely that there was any discomfort in the bucket system.

The president remarked that the board ought to be consistent one way or the other.

The Hon. Mr. Hewett remarked that with a growing population on the upper levels he did not think there would be sufficient water to justify the erection of water closets.

Mr. Goldring did not agree with the last speaker's approval of the bucket system. Mr. Hewett lived in a hotel on this side of the harbour where water closets were used and he was certain that he, Mr. Hewett, had not experienced the ghastly results of the bucket system in Kowloon.

Col. Gordon-Hall agreed as to the superiority of the water carriage system over that of the bucket, but he emphasised the need for a fixed idea as to how these applications were to be considered. It would be unfair to dodge about here and there granting one and refusing the same privileges to a neighbour. Nevertheless great care should be used in considering the first application for as soon as that was granted, there would be an influx of applications from the neighbouring houses. The application was granted.

CHINESE LADY'S LOSS.

Bride Has Her Jewellery Stolen.

Before Mr. Wood, at the Police Court, this morning, Li Shan was charged by Inspector O'Sullivan, with being concerned in the larceny of \$235 worth of jewellery—wedding presents—from a newly-married Chinese lady at West Point.

Inspector O'Sullivan said the pawnbroker from whom he had received the only piece of jewellery recovered, returned to his shop and found the prisoner pawning a chain and pendant. The pawnbroker had then not noted the contents of the police warning, but immediately the prisoner had pawned the article for \$15 he realised that it resembled one of the articles enumerated on the police list. He at once informed the police and gave every assistance in having the prisoner arrested.

The prosecutrix, who spoke English particularly well, deposed to missing the jewellery from a drawer in her room.

The case was remanded.

CHINESE ATHLETES.

The Reception at the Theatre Royal.

Yesterday evening there was a reception at the Theatre Royal by the Hongkong Amateur Athletic Federation of the Chinese competitors in the Far Eastern Championship Games. Mr. Un Kam Wah presided, and among those present on the platform were H.E. the Governor, the Bishop of Victoria, Mr. E. A. Irving (Director of Education), Sir Robert Ho Tang, and Mr. E. Ralphs (Inspector of English Schools). The theatre was filled.

The Chairman said they desired to show their appreciation of the excellent way in which those men who were sent to Shanghai upheld their reputation. He heartily welcomed H.E. the Governor, who, he said, during the many years he had been among them, had always taken a deep interest in everything they did, and his presence there that evening was yet another indication of his interest in their activities. He congratulated the athletes.

Mr. Macpherson, who acted in the double capacity of Hon. Secretary of the Federation and as Manager of the team of athletes said that three months before the games at Shanghai to take place Mr. Crocker, Hon. Secretary of the Contest Committee, visited Hongkong and invited the Federation to assist the Chinese team particularly by supplying football, volleyball and tennis players, cyclists and swimmers. This the Federation agreed to do, selecting twelve footballers, seven volleyball players, two cyclists, three tennis players and five swimmers, 20 men in all, and through the generosity of many Chinese gentlemen in Hongkong sufficient money was secured to pay the necessary expenses. He referred to the superiority of the men of the North over the men from the South, on the track, and said that the North had not always been superior to the South in this respect. At the Chinese national games in Nanking in 1910 Hongkong secured six firsts. The improvement in the North was due, he believed, to improved facilities and to scientific training in physical work. In this connection Hongkong had two needs—more ground and a fully qualified director of physical culture. On account of the scarcity of land in the Colony the first need was difficult to meet, but money would produce the second one, and given the necessary financial support he would guarantee to produce the men.

Regarding the track events, victory went to the Philippine men by two points, as the result of their success in the mile relay race. In the whole competition the Chinese were first with 99 points, the Philippines second with 88, and the Japanese third with 35. This contest showed the great progress made in athletics in China during the past two years. In 1913 the Philippines secured 134 points, the Chinese 56 and the Japanese 16 points. In addition, almost every record made in 1913 had been lowered very considerably. It was found that the Chinese were not as fast as the Filipinos in the short events, but that they had greater endurance in the long races.

He did not wish to imply that the aim of the Federation should be the producing of a few great athletes. It was not that at all. His aim was to get many boys and young men to take health-giving exercises, and to take part in recreative games. His Excellency presented the diplomas to the successful athletes, along with the trophies, each athlete being wildly cheered as he received his award. His Excellency said he had been asked that afternoon to say a few words to them on the subject of the relation of athletics to the formation of character. "According to our philosophy man consists of body and soul, or, as you might prefer to call it, mind," observed His Excellency. "The body is the instrument of the soul, while the soul or mind animates and pervades the body in all its parts. In the training of a boy, who is to grow into a man, the great object is the foundation of character. Character may be defined as the mind dominated by principles, and principles are

LANGKAT OUTPUT.

June	1	...	Tons	295
"	2	...	"	313
"	3	...	"	322
"	4	...	"	296
"	5	...	"	287
"	6	...	"	320
"	7	...	"	299
"	8	...	"	319
"	9	...	"	293
"	10	...	"	289
"	11	...	"	337
"	12	...	"	287
"	13	...	"	256
"	14	...	"	301
"	15	...	"	303

Total to 15th inst. 4,507

Daily average 300.46

POLICE RESERVE ORDERS.

Hongkong Police Reserve Orders issued to-day are as under:—

Parades. (Central Police Station, 5.30 p.m.)
To-day, June 15.—Chinese and Indian Platoons. Rifle Exercises.
Thursday, June 17.—All N. C. Officers under D. S. P.
Friday, June 18.—No. 1 Platoon, British Company with Service Rifle.

Drill Cup Competition.
Platoons are warned that next week they will parade for training under their Commanders as follows:—

No. 1 British and Indian.—Tuesday and Friday. Nos. 1 and 2 Chinese.—Monday and Wednesday. Nos. 3 and 4 Chinese.—Thursday and Saturday. Nos. 1 and 2 Portuguese.—Monday and Wednesday. Nos. 3 and 4 Portuguese.—Tuesday and Friday. No. 2 British.—Tuesday and Thursday.

HARBOUR OFFENCES.

Before Commander C. W. Beckwith R. N., at the Marine Court this morning, P. O. Edward Wills, charged Lam Cheung, master of the steam launch Lee Sang, with unlawfully carrying twenty passengers in excess of the number allowed by his licence, within the local trade limits, at 5.30 a.m. on the 14th inst. Defendant was fined \$30.

ethical truths firmly implanted on the mind and readily applied in practice. The acquisition of what we call "a good habit" is the facility of putting principles into practice. Therefore the first essential in the formation of character is to inculcate good habits. We cannot begin too early. A child can be taught obedience, truthfulness, seemly behaviour, modesty, reverence for its parents and elders, unselfishness. As the child grows and begins to use his reason we can extend the training. And one of the first things to teach the growing boy is self-control. The exercise of restraint in all things is essential, for bad habits are easily and quickly acquired. I have said that the body is the servant of the mind. Man's actions, therefore, are controlled by his will, and as a spring will become slack by constant stretching so does the will power become weak by indulgence in uncontrolled actions. And how shall we school a youth in self-control?

His Excellency then went on to enumerate the qualities to be developed in the field of sport. Referring to "co-operation," he said:—

"In the majority of Englishmen this quality, handed down from generation to generation, is well-nigh inborn. I have often pointed out that the Chinese as a race lack it, except in what I may call its 'baser' forms. The Chinese can for instance, boycott. But that is a somewhat mean method of attaining an end. Moreover it is seldom really effectual. Confucius did not teach it. He taught the higher co-operation born of mutual confidence, between son and father, the people and the ministers set over them, and finally between the ministers and the State. This co-operation will weld the whole nation together and must lead to that national progress and development which every well-wisher of your magnificent and ancient civilisation longs to see. I welcome, therefore, your entry into the field of healthy sport and recreation, and I have no doubt that you Chinese can win great benefit from the change you are making." (Applause)

DAIRY FARM NEWS.

BUTTER & CHEESE.

Owing to the abnormal prices ruling at present in Australia for Butter, and the rise in the price of Canadian Stilton Cheese, we have been compelled to advance our retail prices to the following:—

DAISY BUTTER	...	...	...	\$1.10 per lb.
DAIRYMAID	...	...	...	1.00 "
BUTTERCUP	...	...	...	.90 "
PASTRY	...	...	...	.80 "
CHEESE	...	...	...	.70 "

These prices have been approved by the Food Committee and came into force on 24th May, 1915.

TELEGRAMS.

COLLISION AT SEA.

BRITISH STEAMERS DAMAGED.

(Router's Service To The "Telegraph.")

London, Received June 15.
A message from Port Said states that the British steamer Radnorshire bound from London to Yokohama collided with the British steamer Dawlish, bound from Karachi to Gibraltar, off Newport Rock. The Radnorshire was holed in the forepeak and returned to her anchorage. The Dawlish was beached, a fire having broken out in the fore-castle. Three of her men were injured.

LIVERPOOL FIRE.

COTTON WAREHOUSE DAMAGED.

London, Received June 15.
A fire, burned for twelve hours to-day in a cotton warehouse at Liverpool and the damage is estimated at many thousands of pounds.

APPLICATION IN THE SUMMARY COURT.

Chinese Wants Judgment Set Aside.

This morning at the Summary Court, before Mr. Justice Hazleland, Mr. A. H. Crew of Messrs. Hastings and Hastings, made an application that the judgment against Chu Pui, alias Chu Kin Wing, for \$170 be set aside. The grounds alleged in support of the application were that Chu Pui was not, and had never been a partner or sole partner in the firm of Kwong Yuan Loi and that the goods in the statement of claim on which the judgment had been obtained had never been issued to him, and that the applicant did not leave the colony for the purpose of evading the service of the writ.

Mr. Leo D'Almeida, for the Kwong Hang Ting, who obtained the original judgment, admitted the discretionary powers of the judge to reopen the case, providing he was satisfied that the applicant did not wilfully absent himself from the court. He did not admit, however, that the judgment had been obtained irregularly. The case was adjourned.

LUCKY NUMBER.

Motor Car Won in a Raffle.

A cable has been received by Mr. H. J. Gedge, from Mr. E. S. Kadoorie to the effect that the Winner of the raffle at the Grand Garden Fete in aid of the War Relief Funds (Bolshevik, British, French and Russian) held in Shanghai, for one Cadillac 1915—8 Cylinder, 7 passenger motor car, which was drawn on 12th June, is Mr. Sparks Ticket No. 683.

TO-DAY'S ADVERTISEMENTS.

SILIMPOPON (SEBATTIK) COAL.

The undersigned having been appointed Agents for the Cowie Harbour Coal Co., Ltd., are prepared to quote prices for best quality Silimpopon Coal trimmed into Bunkers at Sebatik or Sandakan (British North Borneo).

Silimpopon Coal compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at Sebatik or Sandakan exclusively for Silimpopon Coal (either cargo or Bunkers) are exempt from payment of all Port charges.

All Sebatik steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay, (Sebatik Harbour) Prices, and all other information concerning the Port can be had on application to the Agents:

BRADLEY & Co., Ltd., Agents Cowie Harbour Coal Co., Ltd.

Hongkong, 8th June, 1915.

TO LET.

TO LET.—Large Furnished Room, with or without board. Apply 11 Hankow Road, Kowloon.

PACIFIC MAIL STEAMSHIP COMPANY.

THE Steamship

"MANCHURIA," From SAN FRANCISCO, JAPAN PORTS and MANILA.

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board June 17th, 1915 at noon will be subject to landing charges and if undelivered June 23rd, 1915 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the above Company's godown June 21st, 1915 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 30th, 1915, otherwise they will not be recognised.

R. C. MORION, Agent.

Hongkong, 16th June, 1915.

NOTICE TO CONSIGNEES.

From SHANGHAI KOBE & MOJI.

THE Steamship

"JAPAN," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 16th June, 1915.

COOL AS A SEA BREEZE

The new idea and the true idea in Summer Underwear as exemplified by

B. V. D.

LOOSE FITTING

UNDERWEAR

and

SLEEPING SUITS

Obtainable at

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Men's Wear Specialists.

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GRETONNES, CASEMENT CLOTHS, LINENS, VELVETS, TAPESTRIES, MUSLINS, LACE CURTAINS.

SAMPLES ON APPLICATION.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

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PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

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SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE.

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THE FINEST LIQUEURS ON THE MARKET.

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Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
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THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	16th June.	20th June.
TAIWAN	16th July.	14th July.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to
Butterfield & Swire.
Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD.

The S.S. "Hela," tons 5,257, Capt. Butler, will be despatched for Singapore on the 19th June.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Singapore, Penang and Calcutta on the 19th June.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 12, 1915. Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 16th JUNE.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

THURSDAY, 17th JUNE.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Taishan, tons 2,006
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th JUNE.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainan, 588 tons and s.s. Nanning, 469 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

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HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

JIPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Hirano Maru Capt. Fraser Katori Maru Capt. B. Kon	T. 16,000 {THUR., 17th June at noon. T. 20,000 {THURS., 1st July, at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Tamba Maru Capt. Nagasuye	T. 12,500 {TUES., 29th June, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda	T. 9,600 {FRI., 18th July at 4 p.m.
CALCUTTA via Spore, Penang & Rangoon	Tosa Maru Capt. Takanu	T. 12,000 {WEDNES., 16th June.
BOMBAY via Singapore, Malacca and Colombo	Kirin Maru Capt. Sasaki	T. 8,000 {MONDAY, 21st June.
KOBE & Yokohama	Ceylon Maru Capt. Shinoh	T. 10,000 {FRIDAY, 18th June.
SHANGHAI, Moji & Kobe	Bombay Maru Capt. Ohta	T. 8,000 {FRIDAY, 18th June.
NAGASAKI, Kobe & Yokohama		
SHANGHAI, Kobe & Yokohama		

Omitting Keelung.

Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori	20,000 "	1st July
Kamo	16,000 "	15th July
Kashima	20,000 "	29th July

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Tamba Maru	12,500 tons	Tuesday 29th June
Yokohama	12,500 "	Thursday 8th July
Sado	12,500 "	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Yingchow	17th June at 4 p.m.
SHANGHAI	Chenan	20th June at 4 p.m.
HAIPHONG	Kalfong	21st June at 11 a.m.
MANILA, CEBU & ILOILO	Chinhua	22nd June at 4 p.m.
SHANGHAI	Anhui	22nd June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kauchow," "Liaochow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.
Hongkong 16th June, 1915.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tikini	JAVA	14th June	JAVA	17th June
Tikarom	JAVA	24th June	SHAI	2nd half June
Tilpanas	SHAI	24th June	JAVA	25th June
Tilatjap	JAPAN	2nd July	JAVA	3rd July

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"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
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VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	24th June	22nd June at 11 a.m.
Empire	15th July	17th July "
Eastern	2nd Aug.	9th Aug. "
Aldenharn		23rd Aug. "

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Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	THURS., 17th June at 12 noon.
Hailan	J. W. Evans	FRI., 18th June at 2.30 p.m.
Hailong	W. O. Passmore	TUES., 22nd June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

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LOG BOOK.

Suez Canal Figures.
The Suez Canal traffic for 1914 did not suffer the diminution that might have been expected as a result of the war. In 1913 a total of 5,085 vessels passed through the Canal; in 1914 the number was 4,802. Of these vessels the vast majority were British; other nations in 1914 were represented in this order: German, Dutch, French, Austrian, Italian, Japanese, Russian, Danish, Greek, Swedish, Norwegian, Spanish, Turkish, Siamese, American, Persian.

Another New Steamer for the O.S.K.

A new steamer named the Manila Maru, built for the Osaka Shosen Kaisha by the Mitsui Bishi Dockyard and Engine Works was to have been launched on Sunday morning, says the Kobe Herald of June 2, but at the last moment it was found necessary to postpone the ceremony until the 9th inst. No official explanation has been given of the hitch which caused the failure, says the Nagasaki Press. At 8.30 everything was ready as usual but the vessel remained on the ways. Pressure was applied and eventually two tugs were employed, but without result, and at eleven o'clock it was decided to abandon the attempt for the day. The guests who remained were taken to Akunoura and served with refreshments. Mr. Shiota, the General Manager of the Dockyard, expressed regret at the failure, especially as the President and the Superintendent of the Osaka Shosen Kaisha, for whom the vessel is being built, and Dr. Mano, President of the Imperial Kiushu University, had come to Nagasaki to witness the ceremony. Mr. Hori, President of the O.S.K., said that although the delay was regrettable it could have no effect on the steamer. Dr. Mano also gave utterance to some encouraging sentiments. Does Dr. Mano think that similar hitches have not marred launches in other parts of the world?

New Submarines.—Mr. Edison's Safety Battery.

It was announced in New York recently that Mr. Edison had perfected at his laboratory at East Orange, New Jersey, a new form of storage battery for submarines which will do away with the chief danger now existing in the operation of underwater craft—the danger of chlorine poisoning. The only metals in the new batteries will be nickel and steel, all lead being dispensed with. A solution purifies the air of the submerged vessel, absorbing the carbonic acid gas exhaled from the lungs. It would therefore be possible for a submarine so equipped to remain under water 100 days without danger of asphyxiation to the crew. The new battery has been accepted by the United States Government, and will be installed in the new American submarine L8, now under construction at the Portsmouth Navy Yard.—Reuter.

The G. N. S. Minnesota.

The Japan Gazette says: We are informed by Mr. C. F. McWilliams, General Agent of the Great Northern Steamship Company, that he has received satisfactory reports of the progress of the repairs to the Minnesota, recently docked at Nagasaki. Some doubt had been expressed as to when the boat would be ready, and the supposed delay was attributed to her damage being extensive. As a matter of fact, Captain Garlick writes that the actual damage was not at all extensive, and the apparent delay is due to there being a big job on the vessel's stem, a steel structure, which meant the casting of a pattern, annealing and some machine-work. The stem has now been cast and is being annealed. There is every prospect of the steamer leaving Nagasaki before her due date, June 16, or 42 days from the time she went into dock. The Minnesota will then proceed to Kobe, possibly Shimidzu, and Yokohama to pick up several thousand tons of cargo awaiting her, en route to her home port.

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For	Steamship	On
SHANGHAI	Kwongsang	Fri., 18th June at d'light
MANILA	Loongsang	Sat., 19th June at 3 p.m.
HOIHOW & Haiphong	Loksang	Sun., 20th June at 7 a.m.
SHANGHAI	Hangsang	Thur., 24th June at d'light
YHAMA, Kobe & Moji	Yatsing	Fri., 25th June at d'light
MANILA	Yuensang	Sat., 26th June at 3 p.m.
S'hai, Moji & Kobe	Fooksang	Thur., 1st July at d'light
SANDAKAN	Hinsang	Fri., 2nd July at d'light

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Hongkong, 3rd March, 1915.

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Saloon passage Hongkong to London £40.

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Hongkong, 23rd July, 1914.

VESSELS LOADING.

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Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Hirano M.	N. Y. K.	17, June
London via Usual Ports of Call	Malta	P. & O.	19, June
London	Monshire	J. M. Co.	19, June
London & Liverpool	Netherby Hall	B. L. L.	24, June
L'don, S'pore, via P'ang, C'bo, &c. Karimata		P. & O.	7, July

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	Manchuria	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	23, June
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ea Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'co via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
New York via Suez Canal	Saint Ronald	D. & Co.	E. in July
San F'co via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.

AUSTRALIA.

Australian Ports	Changsha	B. & S.	21, June
Australian Ports	St. Albans	G. L. Co.	22, June

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitan	D. L. Co.	18, June
Manila	Loongsang	J. M. Co.	19, June
Shanghai, Y'hama, Kobe & Moji	Itola	D. S. Co.	20, June
Singapore, Penang & Calcutta	Japan	D. S. Co.	20, June
Swatow, Amoy & Foochow	Haiching	D. L. Co.	22, June
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	25, June
S'hai, Moji, Kobe and Yokohama	Kashgar	P. & O.	25, June
Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	25, June
Shanghai	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijtarom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Japan	Tjiketap	J.C.J. L.	Q. desp.
Shanghai	Tijmanook	J.C.J. L.	Q. desp.
Shanghai	Tijbodas	J.C.J. L.	Q. desp.

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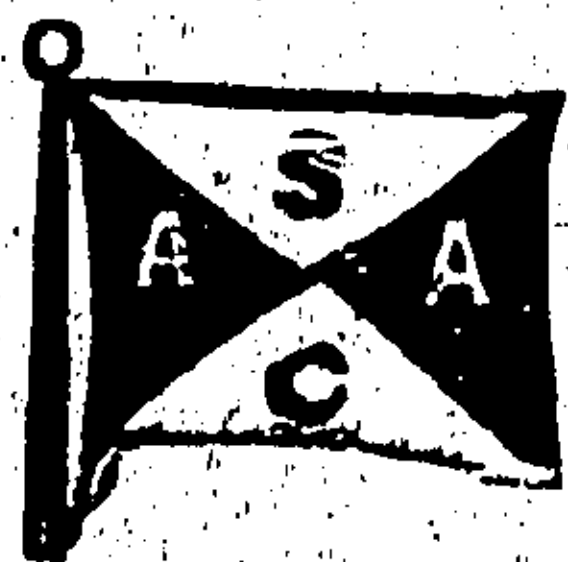
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The C. P. R. s.s. MONTEAGLE left Vancouver B. C. on the 2nd June, p.m.

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The S.L. s.s. MERONETHSHIRE from London is due at Hongkong on the 25th June.

The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 12th July.

The I. L. s.s. INDRASANUTA from Vladivostok for Shanghai is due at Hongkong end July, leaves for New York.

VESSELS IN PORT.

Steamers.

Brisbane, Br. s.s. 215, J. Salinas, 30th May—Gebu, 25th May—Ballast—C. Clark.

Providence, Norw. s.s. 693, M. G. Steen, 31st May—Sydney, 8th May, Ballast—T. & Co.

Unkel Maru, Jap. s.s. 1393, G. Kamasaki, 1st inst.—Wakamatsu, 25th ulto. Coal—M.B.K.

Robert Dollar, Am. s.s. R. L. Moffat, 6th inst.—Manila, Gen.—D. Co.

Chungking, Br. s.s. 1311, Ross Lewis, 6th inst.—Swatow, 5th inst. Rice—B. & S.

Tijpanas, Dut. s.s. 5080, A. de Lange, 6th inst.—Java, Sugar—J.O.J.L.

Anamba, Br. s.s. 1439, H. E. Hill, 7th inst.—Manila, 2nd inst. Ballast—A. F. & Co.

Mituki Maru, Jap. s.s. 2703, P. Nakamura, 8th inst.—Penang, 31st ulto. Gen.—D. & Co.

Ranella, Br. s.s. 3496, J. T. Welsh, 8th inst.—Newchwang, 1st inst. Ballast—F. & Co.

Annar, Norw. s.s. 1017, T. Odine, 8th inst.—Bangkok, 1st inst. Gen.—T. & Co.

Suisang, Br. s.s. 1775, H. Simpson, 8th inst.—Singapore, 2nd inst. Gen.—J. M. & Co.

Luch, w. Br. s.s. 1238, D. R. Davies, 10th inst.—Shanghai, General—B. & S.

Hopsang, Br. s.s. 1359, C. A. Robertson, 11th inst.—Bangkok, 4th inst. Rice—J. M. & Co.

Taihei Maru, Jap. s.s. 2123, J. Horuchi, 13th inst.—Dairen, Coal—M. Co.

Taiwan Maru, Jap. s.s. 1145, 13th inst.—Tauroa, 10th inst. Gen.—D. & Co.

Fukura Maru, Jap. s.s. 1929, T. Okagaki, 13th inst.—Moji, 7th inst. Coal—M.B.G.K.

Yingchow, Br. s.s. 1221, Jones, 13th inst.—Shanghai, 9th inst. General—B. & S.

Nissho Maru, Jap. s.s. Y. Nakano, 14th inst.—Bangkok, 5th inst. Rice—Chinese.

Footee, Chinese s.s. 859, B. Miyonaka, 14th inst.—Wai-hai-wei, 7th inst. Gen.—Chinese.

Tonglee, Chinese Br. s.s. 855, M. Honda, 14th inst.—Bangkok, 18th inst. Gen.—Chinese.

Footee, Br. s.s. 1143, J. M. Hay, 14th inst.—Hongay, 11th inst. Coal—J.M. & Co.

Itola, Br. s.s. 3402, R. S. B. Butter, 15th inst.—Singapore, 9th inst. Gen.—D. S. & Co.

Ceylon Maru, Jap. s.s. 3142, M. Shinoh, 15th inst.—Singapore, 9th inst. General—N.Y.K.

Tosa Maru, Jap. s.s. 3502, S. Takano, 15th inst.—Moji, 10th inst. Gen.—N. Y.K.

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No. 3 Dock, Kowloon	254'	65' 11"	14'	5' 6"		
Patent Slip, No. 4 Kowloon	240'	60'	12'	5' 6"		
Patent Slip, No. 5 Kowloon	220'	50'	10'	5' 6"		
WAI-KONG-DEUI						
Cosmopolite Dock	400'	61'	20'	5' 6"		
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, JUNE 16, 1915.

THE LUSITANIA.

(Continued from page 10.)

ities like this concede the breakdown of the elaborate system of law laboriously built up during decades and centuries of human warfare on the sea, it is not surprising that the ordinary newspaper reader goes astray, or the profound students of international law confess, as they are confessing here to-day, that they are utterly at sea themselves on many points, and were we to call upon them to-morrow, would not know exactly how to advise the President about them.

More American Opinion.
Excerpts from American newspaper comment on the destruction of the Lusitania published to-day reveal the same trend of thought and confidence in President Wilson which characterized those printed in the *Evening Post's* Sunday editions.

To the slaughter of the innocents in Belgium and in Poland has been added the slaughter of the innocents on the Lusitania. This last massacre violates all previous law of the seas. It accords with the law of the seas recently promulgated by the German Government and announced by it in American newspaper advertisements a week ago Saturday—the morning on which the Lusitania sailed. Whether the American Government will acquiesce in this new German law of the seas is a question which will agitate all American hearts to-day and all days until the decision is announced. A mere formal protest in words, an exchange of notes between the State Department and the German Embassy, between Ambassador Gerard and Wilhelmstrasse amounts to nothing but a puff of wind: is tantamount to our acquiescence in Germany's new law of the seas. Let us not for one instant deceive ourselves as to that. The alternative to words—action—is fraught with consequences of incalculable horror. — *Chicago Tribune*.

We do not express our opinion this morning about this latest illustration of the method of warfare that is being pursued by the German submarine fleet. It is only another illustration of what has heretofore been done and the world has in large measure become callous because of the series of outrages that would have been scouted as impossible if narrated in a work of fiction. That a nation that entered this war upon the claim that it would do the world a service by imposing upon the world "German Kultur" should prosecute the war by sinking passenger steamers on which there are men and women and children, citizens of neutral nations, without warning, is brutal beyond the wildest dreams of the most savage a few short months ago. The sinking of the Lusitania, on a par with the sinking of the *Lusitania*, is notice to this nation and to all other nations that Germany has ceased to regard any of the rules that have heretofore been observed in warfare. — *Lexington Herald*.

"If such a deplorable situation should arise, the Imperial German Government can readily appreciate that the Government of the United States would be constrained to hold the Imperial German Government to a strict accountability of such acts for their naval authorities, and take any steps it might be necessary to take to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas." What steps the President, when he wrote that, had in contemplation to "safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas," have not been disclosed. It is fair to assume, how-

ever, that the whole matter has been very thoroughly considered. It is the part of the country to give him opportunity to deal with the situation unhampered by any explosions of jingoism or any partisan effort to "force his hand." — *Pittsburgh Press*.

Germany surely must have gone mad. The torpedoing and sinking of the Lusitania, although it was well known to German authorities that there were many Americans aboard the ill-fated Cunard liner, evince a reckless disregard of the opinions of the world in general and of this country in particular—a determination to win by any methods and at any cost—only compatible with the assumption that blood lust has toppled reason from its throne. That deaths were not more numerous was due to excellent discipline and a fortunate chance, rather than to German intent. When a man fires a revolver into a crowd, the law presumes he must have intended the natural consequences of his action. The natural consequence—however, happily averted—of firing a torpedo into the hull of the Lusitania was the taking of American life. Germany so designed the bolt, and it is that design that fills the American heart with loathing and bitter resentment. It is for that intent that Germany must answer. — *Richmond Times Dispatch*.

There is no excuse for Germany. There is no place in the sun for such deeds. Here warnings were sent out, it is true, but these warnings themselves betrayed a wanton abandonment of humanitarian precepts and the espousal of policies at once murderous and contemptible. By what miracle is it brought about that a great people renowned for kindness, wholesome virtues, and big, brave hearts, follow William Hohenzollern in his fierce rivalry with barbarism? Does he invite the United States to join in the war against him? Certainly within the past few weeks he has again and again insulted our sovereignty, disregarded our rights, and flouted our privileges. Were our people less patient and our Government less set in its stern pursuit of peace, long ago we should have been goaded into the supreme folly of war. — *Philadelphia Evening Ledger*.

It was the vandalism of Louvain without the provocation. It was the bombardment of Rheims without the opportunity of an answering defence. It was the ravaging of Belgium without the excuse of "military necessity." It was deliberate piracy and cold-blooded assassination, and is on precisely the same moral plane as the knife-thrust of the lurking criminal who strikes in the dark from the mouth of an ally. Warnings do not extenuate and the presence of arms aboard the Lusitania does not palliate. No maxim of international law can even be cited to excuse this act, even in the slightest: it rests solely on the doctrine that the strong will of Germany must and shall prevail—by murder, if need be. — *Richmond Leader*.

"Maine blown up in Havana harbour 9.40 and destroyed. Many wounded and doubtless more killed and drowned. Public opinion should be suspended until further report." On the night of February 15, 1898, Capt. Charles D. Sigbee wired this message to Washington. Neither President McKinley nor his Cabinet spoke officially upon the Maine for days after it had been sunk. We did not go to war with Spain till over two months afterwards. Give Washington, now, time in which to face the terrific problems raised by the death of Americans in the sinking of the Lusitania off Ireland yesterday afternoon. Don't try to rush the President. Give him time. Let him decide upon his next step in the unversed aloofness of his lonely walk last evening through the White House grounds. — *Chicago Post*.

If it be true that neutral nations and their citizens have no rights that are respected by active participants in the war that is now making a graveyard of all Europe, including the neighbourhood waters, the sooner the Government at Washington becomes aware of the fact the better. Either it can protect from murderous attack the lives of Americans following the ways of peace on the seas or else it cannot. If it cannot protect the lives of peaceful Americans by maintaining its neutrality it must endeavour in some other way to remove the conditions that make a mockery of peaceful international relations. Though Americans of late have received and endured stripes in the name of peace, they can easily receive and endure too many. — *Chicago News*.

International law contemplates the capture of merchant vessels. It contemplates their destruction under certain conditions. But it does not contemplate, provide for, or justify destruction of the crews and passengers of ships without giving them a chance for safety. Witness certain provisions of the Hague Convention of 1907—provisions whose whole tenor is contrary to that assumption.

The situation is full of dangerous possibilities. From the destruction of American lives the same issue arises as that in the case of Thrasher, who lost his life on board the *Falaba*. — *Chicago Herald*.

The obligation of maintaining the national dignity and honour rests upon the official head of the nation—the President. We may be sure that President Wilson with calm and informed judgment will adopt measures that will enable the people of the United States to retain their self-respect in this emergency. In the meantime individual opinion should be confined to the inevitable horror and detestation of the act and its awful consequences, leaving to a calmer moment consideration of the question of whether its perpetrator may still be regarded as rightfully belonging to the family of civilized nations. — *Washington Star*.

If it is true that no warning was given the Lusitania, but that she was torpedoed by a German submarine while the passengers had no time or opportunity to escape from the ship, the loss of Americans who were aboard may give our Government cause for serious action. At whatever angle the catastrophe is viewed, it will do the cause of Germany no good. The killing of non-combatants and neutrals is repugnant to every American. Nevertheless, this is not the time for the people of this country to pass judgment. The Government will do that deliberately and calmly when the time comes and when all the facts in the case are obtained. — *Albany Argus*.

It will be alleged that Germany was endeavouring to establish effectively her paper blockade of England; but granting that to be the case, the establishment of an effective blockade offers no warrant for the destruction of neutral and non-combatant lives. The situation created is undoubtedly serious. For that very reason it should be left to the quiet judgment of the Government, which is created to deal with precisely such situations and can be trusted to act wisely. — *Newark News*.

In the new war crisis President Wilson takes his customary calm and steady position. He will say nothing until he knows all the facts. What a God's blessing it is that we have not a hot head in the Presidency now! We need more Woodrow Wilsons in the public service, and we need more Woodrow Wilsons in private life. — *Ohio State Journal*.

United States Proposals.
Washington, May 11.—It is not improbable that before proceeding to the final step in his programme to secure redress from Ger-

many for the Lusitania incident, President Wilson will first give Germany a chance to disavow the act officially. In official circles close to the President, there is a feeling that such a disavowal must embrace the promise of a cessation of war against innocent men, women, and children in the future. Furthermore, if this step is taken, it is unlikely that delay in the reply of Germany will be tolerated.

In the event that Germany defends its naval policy as exemplified in the Lusitania and *Falaba* incidents, the belief still prevails here that a policy of non-intercourse with Germany offers the only appropriate solution of the case short of war.

No man in the United States so thoroughly realises the responsibility which rests upon him in the crisis growing out of the Lusitania incident as does President Wilson. The President knows better than any one that no matter what his own views may be, no matter what suggestions may be made to him, the responsibility for what is done in the name of the United States at this juncture is his, and his alone. Every sincere patriot, every intimate friend who says, "The President alone should speak," emphasises that responsibility.

A Great Burden Borne Alone.
Not since the days of the Civil War has any President been confronted with such a burden as President Wilson is now called upon to bear. McKinley's was the nearest approach to it when he faced the Spanish War, but President McKinley's decision was reached when all the rest of the world was at peace and when the United States faced a nation of comparative military insignificance and the gist of the issue lay at our own doors. It has been well said here that if the United States were to-day a nation on the European Continent, close to the scene of action, the problem of the President and of the whole country in the Lusitania affair would be increased tenfold. The salvation of the country, so far as war is concerned, say officials here, lies partly in the fact that the country is so far removed from the atmosphere of war that it has and can keep its senses.

Up to this time the President has borne his own burden substantially alone. Until the Cabinet met to-day he had conferred with no member of it. He has seen no outsiders. No members of Congress have called to tell him "what the people of my district think." No suggestion has been made by any politician that there are politics in the question now before the country. No person, of whatever station, has had an opportunity to jar the calm precision with which the President has approached the task before him—his own first impressions have been weighed in the solitude of his study, and that which is left for practical application as a policy represents the unadulterated thoughts of a safe and sane man, a naturally peaceful man, but of a man whose patriotism, courage, sense of justice and right and humanity have never yet failed to find fearless expression in time of emergency.

The policy which President Wilson will eventually draft into writing and lay down on the table in front of Germany will be an American policy. If there is any one thing uppermost in the mind of the President at this time, it is that the United States and its patriotic people shall run this country and protect its rights as they see fit. This is only another way of saying to the propagandists of Germany who would influence the judgment of the American people at this time, to the proponents of England and the Allies who would see it dragged into war on their side, and to the hysterical Americans whose passions of the present are dangerous guides to the navigation of

the ship of state in troubled waters like these: America and humanity first.

The President's Impulses.

Every ounce of patriotic fibre in the make-up of the President is to-day being applied to a satisfactory solution of the Lusitania problem. Every humanitarian impulse which the President possesses is being thrown into the breach to evolve some means of curbing for ever the insatiable lust of the frenzied combatants of Europe. Every milestone in the halting advance of civilization to its present standards is being studied for precedents to apply. Every moral law is being weighed, and the psychology of mad men is being studied in the hope that sooner or later, with firmness and courage, some means may be found to call to account in no unmistakable way, first, Germany, and then those other nations which have forgotten themselves—if not themselves, then, at least, all other nations.

Whether the suggestion that intercourse with Germany shall be broken off shall be adopted; whether the suggestion that the President shall, for the first time since the war broke out, call Kaiser Wilhelm, instead of the military bureaucracy which apparently is running the Government of Germany, to say, personally, whether he approves of the sinking of the Lusitania by the methods used in that case, shall be chosen; whether some other method shall prove more appropriate for the situation in hand, it can be set down now that the President will throw the full force—moral, certainly—of the American people behind it.

Intimates of the President, who know his mind and heart, look for a policy, expressed in a state paper or whatever form the President's action may take, which will take rank in importance with the farewell address of George Washington and the Emancipation Proclamation of Abraham Lincoln. Furthermore, a decision on this subject may be expected soon. The President and his advisers are alive to the fact that the nation is not disposed to tolerate delay. Neither is there any disposition among officials here to permit any. If the German Government, for instance, shall delay beyond a reasonable time a copy of its official report on the Lusitania disaster, which was requested through Ambassador Gerard last Saturday, the lack of it will not delay matters, in view of the assumption of full responsibility by Germany and the facts gathered elsewhere. It is not improbable that the President to-day will be prepared to lay before his Cabinet the first draft of his policy or document, whichever it may be. In any event, the decision of the President will provide for action—but not for war. — *New York Evening Post*.

The Extradition Case.
The hearing was continued for a brief period this afternoon, and then there was another adjournment.

Accidental Death.
A verdict of accidental death was returned at the death inquiry held by Mr. J. R. Wood, at the Police Court, this morning, into the circumstances surrounding the death of one of the Chinese who died in consequence of injuries sustained by being knocked down by a crane on the Kowloon wharf a few days ago.

Consular "At Home."
To-day, being the birthday of H.M. the King of Sweden, Mr. Arthur Nilsson, the Swedish Consul General, held a reception at the Consular offices, which was well attended. H. E. the Governor and H. E. Major General Kelly were represented by their aides de camp, and others present were the various consular officials of the Colony, and many of the Swedish community, heads of business houses etc.

VOLUNTEER RESERVES.

H.K.V.R. Order No. 47, issued yesterday, by Major Wakeman Commanding H.K.V.R. are as follows:—

Parade.
Hongkong, 16 June, 1915.
"A" Co., Secs. 3 and 4 of "B" Co., and Sec. 1 of "C" Co. will parade outside the Law Courts at 5.15 p.m. on Friday, June the 18th. Dress Drill Order.

Gun Club Hill and Volunteer Headquarters Guard.
The H.K.V.R. will relieve the H.K.V.R. at Gun Club Hill and Volunteer Headquarters on Saturday, June the 19th.

Detention Camp Guard.
The H.K.V.R. will relieve the H.K.V.R. on Saturday, June the 19th, on the Detention Camp Guard. A Guard of 1 Officer 3 N.C.O.s and 24 men will be found daily from the following details.
Saturday June the 19th Secs. 3 and 4 of B. Co. under Capt. Bratton.

Sunday June the 20th Sec. 1 of C. Co. under Capt. Landale.
Monday June the 21st Secs. 2, 3 and 4 of C. Co. under Lieut. Branch.

Tuesday June the 22nd Secs. 1 and 2 of A. Co. under Lt. Evans-Jones.

Wednesday June the 23rd Secs. 3 and 4 of A. Co. under Lieut. Blaron.

Thursday June the 24th Secs. 1 and 2 of B. Co. under Lieut. Bonnar.

Friday June the 25th Secs. 3 and 4 of B. Co. under Lieut. Hancock.

These guards will be in uniform and under arms throughout the day on which they go on duty.

The guards will fall in at 6.10 p.m. outside the Ferry Wharf and cross to Kowloon by the 6.25 p.m. ferry.

Kowloon men will parade at Hung Hom Railway Station at 6.45 p.m. Dress Full Marching Order with ammunition. Troops to be worn.

Recruits.
Recruits will parade under Sergt. Major Bond on the Cricket Ground at 5.15 p.m. on Monday, June the 21st. Wednesday, June the 23rd, & Thursday, June the 24th. Dress Drill Order.

"D" Company.
"D" Co. will parade on the Parade Ground at Volunteer Headquarters at 5.15 p.m. on Wednesday, June the 23rd, under Sergt. Major Cooke.

Signallers.
Signallers will parade on Wednesday, June the 23rd, at 5.30 p.m. at Murray Battery. Uniform optional.

Class of Instruction.
A Class of Instruction for members desiring promotion will be held on the Cricket Ground on Tuesday, June the 22nd, and Thursday, June the 24th, under Sergt. Major Bond at 5.30 p.m. Dress Drill Order.

Transfer.
Ptes. E. Ormiston is transferred to "D" Company.

Resignations.
Ptes. P. Going & J. W. Wilson are permitted to resign.

Postings.
Ptes. C. W. Olsen & H. M. Webb having joined are posted to B. Coy. Section 2.

Equipment.
Members of "A," "B" & "C" Coys. who are in possession of Ball Equipment are requested to return same to Sergt. Major Higby at Volunteer Headquarters at any time between 9 a.m. 1 p.m. 4 p.m. & 6 p.m. and obtain in exchange Webb Equipment.

League Match.
The following members will represent the Reserve in the match against Taiiko and the Naval Yard at King's Park Range on Saturday, the 19th instant at 2.30 p.m.—Sergts. D. Tolan, J. Mackay, S. Green, Corps. J. Lyon, F. Fisher, B. W. Grey, Ptes. E. Carmichael, K. McLennan, A. Watson, and A. Hamilton.
Note.—The guard for Gun Club Hill will parade outside

ELECTRIC COMPANY'S PROSECUTION.

How the Barber Bilked the Meter.

Yesterday Mr. Lindsell disposed of the case in which a barber was charged with defrauding the H.K. Electric Company. The defendant who carries on business in Morrison Road, was summoned for that between April 30 and May 29 he fraudulently caused to be diverted and consumed certain electricity, the property of the complainant and also for having the seal to his meter broken.

Mr. Preston, of Messrs Johnson, Stokes and Master prosecuted.

Evidence was given to the effect that a particularly bad case of fusing occurred near the Western Market, the cause of which at the outset was not apparent. Having searched out of doors for a case, without any success, attention was turned to the shops. Two employees of the complainant company went to the defendant's shop and inspected the meter. They found an adjustment of the wires effected, whereby the meter was out out and did not register any current though the shop was brilliantly illuminated. One coolie remained in the shop while the other went in search of Mr. Petley and the foreman.

The defendant asked the waiting coolie what he wanted, and, learning what was the matter went to the meter to put things right. The coolie seized him and a struggle ensued, and though the defendant succeeded in disarranging the adjustment, the coolie made him replace it.

His worship fined the defendant fifty dollars on the first count and five on the second.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lt.-Col. A. Chapman, V.D. state:—

Private A. B. Stewart joined the Corps on 16th inst., allotted Corps No. 1860 and posted to Scouts Co. (No. 3. Section).

Sick Leave.
Any N.C.O. or man detailed for duty with a guard who is incapacitated by sickness must obtain a medical certificate from the Medical Officer of the Corps and immediately inform the Officer in Command of the guard or the Adjutant, in order that a substitute may be detailed. Failure to comply with this order will be treated as a serious offence.

Parades.
Parades for Thursday, 17th instant, 5.30 p.m. Right Section M.G. Co.—Squad Drill and Skirmishing at Happy Valley. Fall in on road between Law Courts and City Hall at 5.15 p.m. and proceed by special tram.

5.30 p.m.—N.C.O.s and men of No. 1 Section Artillery Battery, Centre and Left Sections M.G. Co., Civil Service Co. and Scouts Co. who were not present when their units were inspected—Squad Drill and Rifle exercises at Headquarters. Recruits under Sergt. Bullock. Remainder Nil.
On duty at Headquarters H. K. V. R.; On duty at Gun Club Hill, Kowloon H. K. V. R.; At Kowloon (Detention Camp)—On duty to-night Centre Section M. G. Co. Officer on duty Captain Wood. On duty to-morrow night—No. 2 Section Artillery Battery. Officer on duty Lieut. Donby. Orderly Officer 2/Lieut. Bonnar H. K. V. R. Orderly Sergeant, Sergeant Hurley H. K. V. R.

The Star Ferry Wharf at 9.20 p.m. and cross to Kowloon by the 9.30 p.m. ferry.

This Order does not apply to the men conveyed by private steam-launches to Kowloon. Names of the men to be conveyed must be reported by the Sgt. Major of the Company to which they belong, to the Officer in charge of the Gun Club Hill Guard each day before 12 o'clock noon.

THE
HONGKONG TELEGRAPH.
SECOND EXTRA

HONGKONG, WEDNESDAY, 16 JUNE, 1915.

TO-DAY'S
LATEST WAR TELEGRAMS

[Reuter's Service to The "Telegraph."]

PREMIER'S SPEECH—NATIONAL POLICY
UNCHANGED.

Jun 15, 5.30 p.m.

Mr. Asquith speaking in the House of Commons, said that from April to June 12, the daily cost of the war was £2,660,000. While in the future our Army and Navy expenditure would expand slightly, our financial obligations to our Allies would increase, and then the daily cost would at least be three millions sterling.

He asked the country and the Empire to follow him in a wider survey of the situation. The Government had been reconstructed, but he must express his deep and abiding gratitude to his Liberal colleagues. To part from them was the most painful experience of his public life.

The unparalleled situation had to be met by demanding the entire energies of the nation, and consequently he had to consider how best he could respond to the call of public duty.

Our national policy remained unchanged, namely to pursue the war at any cost to a victorious issue. (Loud cheers.)

COMMITTED FOR TRIAL.

Forgery Charge Against
Foreigner.

To H. M. Police Court, Shanghai, on June 9, before G. W. King, Esq., Magistrate, Harold L. Blair, an employee of Messrs. Butterfield & Swire, was charged:—For that he on June 2, 1915, at Shanghai feloniously did forge a certain valuable security, to wit, a compradore order drawn by the firm, Butterfield & Swire, purporting to be payable to one Captain R. J. Cain and purporting to be signed by the said firm of Butterfield & Swire and dated June 2, 1915, with intent to defraud.

There were two further charges relating to dates between February 28 and May 31, accusing the defendant of forging eleven compradore orders drawn on Butterfield & Swire, purporting to be made payable to certain persons and to be signed by Butterfield & Swire, totalling in the aggregate \$3,272.54, with intent to defraud. Further, that on various dates between April 13 to May 31, the defendant feloniously did utter the above mentioned compradore orders, knowing the same to be forged.

Mr. K. E. Newnam appeared to prosecute, and defendant was represented by Mr. E. W. Godfrey.

Wm. C. Barrett, chief accountant in Butterfield & Swire's office, was recalled by Mr. K. E. Newnam. Referring to an order on which the name of Mr. Crosby appeared, the witness said it was a certificate given by the master of the str. Hsin Peking to the effect that Mr. Crosby was supernumerary second officer. The order was addressed to the marine superintendent, and was an indication that Mr. Crosby had been appointed supernumerary on that particular boat. It was handed to the book office so that records could be made. Mr. Barrett produced a voucher showing that Crosby was paid his wages for the period April 2 to April 26, the dates mentioned on the order, irrespective of that order. With regard to Mr. Thornton, the witness produced a portage bill showing that he had been paid for the period mentioned on the order—which was negotiated through the compradore on May 28—on April 23. With regard to the orders signed by the captains of vessels, and particularly with reference to Mr. Griffiths, the witness said that the order itself was not false, but the stamp "compradore please pay" was false. In another case, Mr. Barrett said that patent ink erasure had been used and the date altered from May to April. The object of this was, he thought, to hoodwink the firm. It would be obvious that the same amount could not be paid twice on the same date.

Mr. Barrett then pointed out which of the exhibits were false and

which were genuine.

In answer to his Worship, Mr. Barrett said that Mr. Towns alone initiated the orders, except in very rare cases when Mr. Towns or the witness were out of the room. The orders were brought by the accused to be initialed. When the compradore orders were paid, they were taken to the book office the following morning.

A shroff employed by Butterfield & Swire's office then gave evidence. He said that when the other compradore was not present it was his duty to pay out money upon presentation of compradore orders. He said the accused the sum of \$792 on the order which he produced. He paid the money on May 31.

His Worship—You have charged the accused with uttering, that is, getting cash for the twelve different orders. The evidence shows two have been uttered and one is doubtful.

Mr. Newnam—I have proved that the orders have been presented to the compradore.

His Worship—Oh no, you have not. The compradore proves he has paid one.

Mr. Newnam—I am not trying to prove that he paid them to Blair. I am proving that the compradore paid these twelve particular compradore orders.

His Worship—Of course he paid them to some one.

Mr. Newnam—That is all I am arguing. I submit that the onus is put upon Blair to prove that the orders, in these two cases, were not uttered by him, but in the other cases the compradore is the only man who can say.

His Worship said that from a cursory view of the evidence there appeared to be two cases on which he could frame a charge. He would have to look through the evidence again, and he adjourned the case until the afternoon.

The case was resumed in the afternoon, when two charges were framed against the accused. The first was for that he, Harold L. Blair, on or about May 31, 1915, at Shanghai, did feloniously forge a certain compradore order for \$792.95, drawn on Messrs. Butterfield & Swire and purporting to be payable to Captain R. H. Lloyd, with intent to defraud; further that he feloniously did utter the compradore order. The second charge referred to an amount of \$1,857.98, purporting to be payable to Captain R. J. Cain.

The accused was then committed to take his trial in H. M. Supreme Court.

Mr. Godfrey—I ask your Worship to make it as light as possible in view of there being no previous suggestion against my client's character and the fact that Butterfield & Swire have expressed their opinion of the matter.

His Worship pointed out that there might be other charges, and he fixed bail in a personal bond of \$500, and two sureties of \$1,500 each.—N. C. D. News.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 25—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Serbia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Serbia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Maastricht.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade Tientsin.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Maubeuge taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue.

Sept. 26—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Augustow.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians reoccupy Lodz and Radom.

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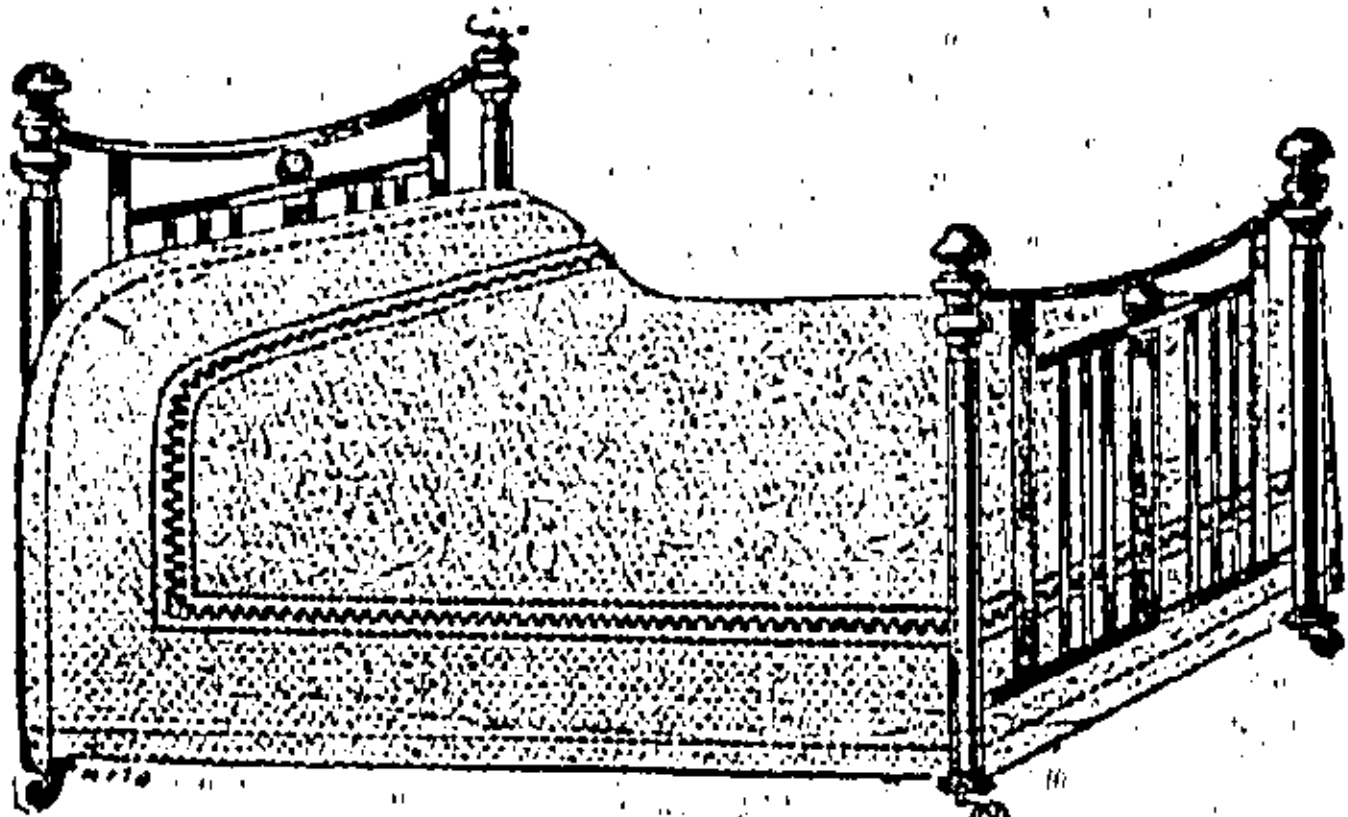
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Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Moritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Chili.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tientsin surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Enlen destroyed.

Nov. 11—Germans capture Dixmade.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 8—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruiser bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Bzura River.

Dec. 23—French Chamber votes war credit of \$340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Nieuport.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of St. Mihiel.

Jan. 13—Turks occupy Tabriz. Count Barcheld resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea: the Blucher sunk.

Jan. 25—Germans lose heavily at Givency and Cunoehy.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 30—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

March 19—Russians enter Mamel.

March 21—Futile Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U29 sunk with all hands.

NOTICE

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HOTEL LIST.

Hongkong Hotel.
Anderson S E, Layton C, Baring J H, Law H D, Bell C D J, Lloyd G T, Bellillo, Mrs E R, Longfield S, Blacker G O, Malsomew R, Bouman G C, Markham B, Buimer J H, Marriott D & Mrs O, Cassel Capt L, Marshall Mrs E G, Cheetham H, McCarty D, Cornhillson Mrs, Meyer Mr & Mrs C E, Davis Mr & Mrs F E, Mohr K B, Denison O G, Meeckel J, Duffy Miss M E, Middleton G S, Duomoed W B, Mody Mr & Mrs J H, Edmonds C K, Neighbour W R, Eusebia H E, Newburger G F, Evanson E, Newman S, French Capt & Mrs, Ormiston J, E M, Fitzwilliams D, GHL, Pegg H H, Fuller Denman, Plant W H, Glaister Dr & Mrs, Platen Miss, Gibb J, Fisher A J, Gould Mr & Mrs J, Price, Goulbourn V, Ray, Miss F, Gregory T M, Ray, E. H, Griffiths H L, Raymond J E, Goodrich C L, Randall Mrs J A, Hall Capt T P, Rowell J P, Hannibal Mr & Mrs, Saladin W, W, Hanson A, Smith W H, Hatfieldwood C C, Sorby V, Hatfieldwood C H, Smith Mrs A G, Hewett Hon M E A, Taitner F, Hooin O, Taylor Mr & Mrs J, Hollingsworth A H, W, Hodge W J, Valia Dr & Mrs H D, Irving E A, Webb Mr & Mrs A, Joseph T M, Webb Mr & Mrs B, Joseph S M, White F W, Jones M T, White Mr & Mrs, Joseph E, H L H, Kramer D S, Wood F G, Lambert E B, Wood Mrs R F.

Carlton Hotel.
Almberg E, Malcolm J, Clarke Miss May, Marshall J, Cropley L, Meek Thomas, Cropley N C, Molver, Cropley C C, Pennell W V, Fulcher W A, Pennell Y, Goodall Mr & Mrs, Plumer Capt R, Goodall Misses, Tapsell E, Hollway H D, Taylor W, Hosha D J, Thom Wm, Kieul R, Whelley A R, Macgregor D, Wilson D B.

King Edward Hotel.
Almond Mrs R, Lauretson Mr & Mrs, Bettison Mr & Mrs, C, W H, Lee W D, Brown G W, Lee T H, Budge W, Lennox Miss, Beale Mrs, Lennox J, Clinton A A, Macdonald Major D, Cooke Mrs F L, Murphy H, Cooke Miss J F, Naki R, Cooke Master G M & Mrs, Penning A L, J F, Penning A L, Rauford H, Dutton Mr & Mrs C, Ransay Mrs R A, Elson W T, Richardson Mr & Mrs, Gee Mr & Mrs, Rigge Mr & Mrs H E, Foy Mrs A, Robson Mr, Fyfe A A, Soper C H, Fyfe C, Stewart R, Fyfe C, Sylvester Mrs S, Fyfe C, Tano H, Hashimoto F R, Tait Mr & Mrs A N, Hooshing A, Tait Mr & Mrs A N, Hunter Mr & Mrs, Taylor F, Jackson Mr & Mrs, Threlfell Mrs, Joseph J, Tontello Mrs E L, Kales T H, Tunda S, Kray W E, Underwood Mr & Mrs, Lambert Mrs, Mrs J H.

March 29.—Russian Fleet bombards the Bosphorus. German submarines sink West African liner Falaba.

March 31.—Australia offers another contingent.

April 8.—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9.—German assassin's liability for the sinking of the American ship William Frye. Anti-Austrian demonstrations at Genoa.

April 10.—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies. Official statement as to ill-treatment of British prisoners in Germany.

April 11.—German Socialists issue peace pamphlets: Bishop of London visits entire front.

April 12.—New York Herald demands that Count Bernstorff should be given his passport.

April 13.—Sir John French asks for extra munitions.

Grand Hotel.
Allen Mr & Mrs, Looky W H, Armstrong Mr & Mrs, Odner T, Crow Mr & Mrs, Reynolds C W, Dunlich A, Rocco F G, Gibbs A W, Selma Capt, Grant J, Steen M G, James B, Turner O H, Johnson C, Vode V D, Leur G W, Wright S H, Leon B.

Kingsclere Hotel.
Fielder B E, Rawlinson R J, Filkins Miss D, Robertson Mr & Mrs, Forbes Mr & Mrs A, Mrs J, Forbes A, Sachs Mrs G, Fulder B E, Shelden Mr & Mrs, Hardman A, R D, Hecgeworff, Shields A L, Logan W, Singer Mr & Mrs E, Lurhrs J H van G, Percy Burn, Nixon F C, Wilson M J.

Peak Hotel.
Armstrong Mr and, Jones Leo, Mrs W, Kadoorie E, Bayler H R, Lambert Eng Lieut, Bowdler Mrs, and Mrs John, Butler F R, Lambert Miss, Carmichael Mr and, Mrs A, Mrs H F, Molemore Mr & Mrs V, Cartwright H A, Moss Mr & Mrs D K, Casulli Mr & Mrs D, Perkins T L, Cary F W, Pountney H N, Compton A C, Pyne Major R E, Coue and A, Ralphs Mr & Mrs E, Darling Col R E, Sinclair A, Ellis F S, Skott C, Feichino Major, Hale Mr & Mrs B A, Hind B A, Smith Mr & Mrs A F, Hall Col Gordon, Squair Mr, Hardman A, Tisdall Mrs E W, Hazland F A, Tisdall G, Humphreys Mr and, Trahn J A Mr & M, Mrs W G, Vandorra Fol, John Mrs T J R.

CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KASHIMA MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf & Godown Com-

pany's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and deliv-

ery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before noon, to-

day.

Goods not cleared by the 20th

June, will be subject to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co's

representatives at an appointed

hour on Tuesday & Friday. All

claims must be presented

within ten days of the steamer's

arrival here, after which date

they cannot be recognised. No

claims will be admitted after

the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents,

Hongkong, 14th June, 1915.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG

AND SINGAPORE.

THE Steamship

"ITOIA"

having arrived from the above

ports, consignees of cargo are

hereby informed that their goods

will be delivered from alongside.

Cargo impeding the discharge

of the vessel will be landed at

once, at consignees' risk and ex-

pense.

Cargo remaining on board at

noon, after the 17th instant, will

be landed at consignees' risk and

expense.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by the undersigned.

DAVID SASSOON & CO., LTD.

Agents,

Hongkong, 15th June, 1915.

NOTICES

AMERICANS

LIKE

PRINCE ALBERT CRIMP CUT.

BECAUSE

IT DOES NOT BITE THE TONGUE.

OBTAINABLE AT

HONGKONG CIGAR STORE.

BATHING

EVERY EVENING AT NORTH BEACH. ICES.

Cold Minerals, Tea, Coffee, Cakes, &c.
Supplied from 4 p.m. daily at Hongkong prices.
With Best attendance.

THE ALEXANDRA CAFE CATERERS.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home.

Price per single copy:—25 cents.

Annual Subscription:—\$13 (including postage \$17).

—PHOTOGRAPH—

The photograph on the current issue is a picture of a Canton View.

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NOTICE.

MESSRS. KOMOR & KOMOR

EXHIBIT AT THEIR

ART GALLERY

Alexandra Buildings.

FOR 10 DAYS ONLY.

FORTY-FIVE SELECTED

PICTURES

by

E. KATO.

An inspection is cordially
invited.

KOMOR & KOMOR,

Hongkong, 8th June, 1915.

NOTICE.

KEROSENE OIL.

We guarantee all kerosene oil
sold by us to be pure and
undiluted.

Present price.—

"COMET,"

\$3.85 per case ex store.

"WHITE ROSE"

\$4.25 per case ex store.

CHING CHEONG,
168 Des Vœux Road, Cen.
(2 blocks West of Cent. Market.)

KWONG YUEN,

91 Des Vœux Road, West.

THE LUSITANIA.

THE LEGAL ASPECTS.

Further Details and Further Comment.

Washington, May 10. — To those versed in international law in this city, the case of the Lusitania is not quite so simple as it appears to the man in the street, who can think only of the horror of the tragedy. The law of the sea draws very fine lines. Thus, had the submarine given thirty minutes' warning to the crew and passengers of the Lusitania, the exploit would have gone down in history as one of the most brilliant in the annals of naval warfare.

Again, the question whether the ship was conveyed in of enormous importance. There has already appeared a vast deal of criticism of the British Admiralty for its failure to protect the Lusitania. But those who are so glibly finding fault are ignorant of the fact that if the ship was conveyed, even by a couple of torpedo boats, the submarine was entitled under the law of the sea to treat her precisely as if she were a man of war. This has always been the case, even during the Napoleonic days, when all of England's commerce was carried on by sailing ships that left British ports in groups of forty or fifty or more, under convoy of a few frigates or line-of-battle ships. An enemy cruiser getting in among them was free to attack them without warning to their passengers, just as if they did not have non-combatants on board.

No Convoys Perhaps Wiser. Now, it may well be that the Admiralty deemed it wiser not to convey the Lusitania for this very reason. According to the narratives of survivors, the appearance on the surface of the submarine and the discharge of the torpedoes took place so suddenly that if destroyers or torpedo boats had been accompanying the great liner, they could not have saved her, unless they just happened to be where they could throw themselves in front of the torpedo, or sink the submarine by a lucky shot as she was firing. It is plain, therefore, that our Government cannot be certain of the exact culpability of the Germans until this question of the convoy is definitely settled.

The question of the ammunition on board has bothered a great many amateur authorities on international law, and even some people in responsible positions. Without reason, however, the fact that the Lusitania had several thousand boxes of ammunition in her hold did not in any wise alter her status as a merchant ship entitled to sufficient time to let her crew and passengers escape before the ship was sunk.

Club strategists insist that the warning given in New York before the Lusitania sailed was a compliance with the warning demanded by international law—which is, of course, an absolute absurdity, since the warning has always related to captured ships when in the presence of the enemy man-of-war. Driven from this position, they point out that a submarine could not stop the Lusitania, merely by appearing on the surface, either

in front of the liner or upon her beam, and ordering her to stop. If the submarine were to appear in front, they argue, she would be rammed by the Lusitania; if to one side, the Lusitania would hardly halt on her order accompanied by a few shots from the small-calibre guns these boats mount when not submerged.

They maintain, therefore, that the submarine could only do what she did, or else admit her impotency. To this the answer is, that if we are to have submarine warfare hereafter, some adjustment of international law will indubitably have to be made to cover this and other new points raised by the use of the new weapon of sea warfare; but that no nation has the right to change international law to suit itself in the middle of a war, and does so only at the peril of bringing down upon itself the scorn and the anger of the rest of the world.

It is no defence, the experts in international law point out, to say that Germany was forced to this action by England's efforts to blockade her ports and starve out her women and children. The United States Government from 1861 to 1865 blockaded the coast of the Confederate Government for the express purpose of bringing about the end of the rebellion by starving out the Confederate armies, and incidentally, of course, the women and children had to suffer.

Confederate States Blockade as an Instance. The war ended before there were any actual deaths from starvation, the blockade having wrecked the Confederacy by cutting off its cotton trade and stopping the bringing in of arms and ammunition. But no one criticises the policy of the North in establishing that blockade as a military measure, and certainly the Confederates did not consider that blockade gave them the right to violate international law or to blot out innocent men and women and destroy little children, whose blood would surely have rested on the heads of their destroyers, whatever the excuse of "frightfulness" or necessity. And the blockade, be it noted, did drive the Confederacy to the use of what were practically submarine boats, with a success in sinking Federal blockaders that is astounding to those not familiar with the facts. One might almost say that the Germans are merely beginning where the Confederates left off.

The other day one of the most famous British authorities in international law wrote to a friend in this city: "International law has broken down. It will come up again, but now it is in ruins. I have written to our English Cabinet dissenting from their policy in many cases." If author.

Sweet Sleep

The restorer of strength, the renewer of life, the rich reward of weary humanity—IS IT YOURS?
Or do you turn and toss through wakeful hours, rising unrested and unfit for the duties of another day?
LITTLE'S ORIENTAL BALM rubbed into the throbbing temples, the burning forehead, brings sure relief to the nerves—soothes and calms—encourages repose. And soon SLEEP comes quietly, stealing upon you and wraps you in its restful embrace.

Sold at 1s. 4d. per bottle.

Agents for Hongkong: Messrs. A. S. WATSON & Co., Ltd.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

The attention of the Public is directed to Para. 23 of the Hongkong Postal Guide which reads as follows:—

The usual time for closing a mail is one hour before the steamer is advertised to sail. Letters prepaid with 10 cents in addition to the postage will, if handed over the counter, be received after the advertised time of closing the mail until the mail has actually left the office.

Registered Letters to the Caroline, Ladrones, Relew and Marshall Islands can now be accepted for transmission.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

MAILS DUE.

Australia, Changsha, 17th inst.
Siberia, Malta, 17th inst.
Europe, Sardinia, 18th inst.
Australia, Empire, 24th inst.

MAILS CLOSE TO-MORROW.

Straits, Ceylon, Port Said, Marseilles and London—Per HIRANO M., 17th inst. 11 a.m.
Swatow, Amoy & Foochow—Per HAI-MUN, 17th inst. 11 a.m.

Shanghai, and North China (Europe via Siberia)—Per YINGCHOW, 17th inst. 3 p.m.
Tientsin-Pukow Railway Shanghai Br. P.O. Tuesday, the 22nd June.
Shanghai & North China—Per KWONG-SANG, 17th inst. 4 p.m.

FRIDAY, 15th June.

Swatow, Amoy & Foochow—Per HAI-TAN, 15th inst. 1.30 p.m.

SATURDAY, 19th June.

Haiphong—Per KENJO M., 19th inst. 9 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe. The parcel mail will be closed on Friday, 18th June, at 5 p.m.—Per MALTA, 19th June, Printed Matter and Samples 10 a.m. Registration 10.15 a.m. Registration Kowloon B.C. 9.30 a.m. Letters 11 a.m.

Saigon—Per ITOLA, 19th inst. 2 p.m.
Philippine Is.—Per LOONGSANG, 19th inst. 2 p.m.

Holow & Haiphong—Per LOKSANG, 19th inst. 4 p.m.
Shanghai, and North China (Europe via Siberia)—Per CHINAN, 19th inst. 3 p.m.
(Tientsin-Pukow Railway Shanghai Br. P.O. Wednesday 23rd June.)

SUNDAY, 20th June.

Swatow, Amoy, Formosa & Tamsui—Per KAIJO M., 20th inst. 9 a.m.
Australia, New Zealand, Tasmania, via Port Darwin and New Guinea via Thursday Is.—Per CHANGSHA, 20th inst. 2 p.m.

MONDAY, 21st June.

Haiphong—Per KAI FONG, 14th June, 10 a.m.
Philippine Is., Formosa via Keelung, Japan, via Moji, Victoria, Tacoma & United Kingdom via Canada—Per CANADA M., 21st inst. 1 p.m.
Straits, Ceylon, India via Calcutta—Per KIRIN M., 21st inst. 4 p.m.

TUESDAY, 22nd June.

Australia, Tasmania, New Zealand, via Port Darwin and New Guinea via Thursday Is.—Per ST. ALBAN, 22nd June, 10 a.m.
Philippine Is.—Per CHIN HUA, 22nd June, 3 p.m.

Shanghai and North China (Europe via Siberia)—Per AN-HUI, 22nd inst. 2 p.m.
(Tientsin-Pukow Service Shanghai Br. P.O. Saturday, 26th June.)

WEDNESDAY, 23rd June.

Swatow, Amoy, & Formosa via Takao & Amoy—Per SOEHU MARU, 23rd June 9 a.m.

SATURDAY, 26th June.

Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe.—Per CHIL, 26th June, 4 p.m.

SHIPPING NEWS.

ARRIVED.

Childas, Nor. s.s. N. Houth, 15th inst.—Bangkok, Rice—T. & Co.
Hirano Maru, Jap. s.s. 4,534, H. W. Asar, 16th inst.—Shanghai, 15th inst. Gen.—N.Y.K.

Atlantique, Fr. s.s. 3,173, Charbonne, 16th inst.—Saigon, 15th inst. General—M.M.

Loongang, Br. s.s. 1,392, G.G. Lessy, 17th inst.—Manila, 15th inst. General J.M. & Co.

Changsha, Br. s.s. 1,453, F. C. Gambrell, 16th inst.—Melbourne, General—B. & S.

DEPARTED.

June 15,

China for San Francisco via Manila Hue for Haiphong via K. O. Wan Chingchow for Port Paravet Heinchen for Canton Pelous for Shanghai via Kuchinetzu Team for Iloilo via Manila Aki Maru for Seattle via Shanghai Chipping for Tientsin via Wei Hai Wei Sinkang for Shanghai Kalagan for Canton Tanco Maru for Melbourne via Manila Kwangsang for Canton

CLEARANCES AT THE HARBOUR OFFICE.

June 16.

Tosa Maru for Calcutta via Singapore Ceylon Maru for Kobe Aikoku Maru for Kobe Suisang for Singapore Chiyos for Shanghai Quarta for Bangkok Atlantique for Yokohama via Shanghai Tonglee for Haiphong

PASSENGERS ARRIVED.

Per s.s. Changsha from Melbourne etc.—Mrs Jenkins, Miss Rollo, Messrs R. B. Black, S. O. Black, G. Dawson, D. Fotheringham, F. Bogoriski, S. A. Sevionoff.
Per s.s. Kirano Maru from Shanghai—M. Sozza, Mrs J. Hancock, G. E. Clare, Mrs O. Ellis, Mrs Howard, John W. Bolles, G. Ng Fukhang, O. E. Carneira, Mr. & Mrs Chakman, Miss Au Chak-mau.

PASSENGERS DEPARTED.

Per s.s. China for San Francisco etc.—W. H. Plant, Rev. W. W. Rogers, M. H. Love, Arthur Henderson, Miss L. F. Wiat, W. B. Dunwoody, Chuck Sir, Miss M. S. Bliss, A. A. Pratt, Miss Ruth Ordeier, Rev L. A. Campbell, Mr. & Mrs Kelhofer, Mr. & Mrs N. N. Brown, Dr. & Mrs C. Lewis, R. S. Platt, I. M. Tamm, Miss A. G. Arthur, Mrs R. M. Kinsman, Rev. & Mrs H. O. Burckwall, Miss M. Yarnell, T. E. Samuel, J. H. Oxler, Mr. & Mrs T. Sheppard, B. A. Roberts, P. W. Hammett, Miss E. F. Lowe, F. A. Soderberg, F. A. Soderberg, Mrs Gora M. Henderson, Mrs Wiat, Miss M. Wiat, Miss Hong Wan Kow, Kuen, W. W. Oatburg, R. O. Hader, Miss Mona Ordeier, Mr. & Mrs Brillinger, Miss Smith, Miss F. F. Jewell, O. P. Polly, W. McClure, H. A. Welbur.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st June, 1915.

CITY AND HILL DISTRICT WATER WORKS LEVEL.
1915.
Tytan 51ft. 6in. Below 51ft. 6in. Below
Bywash 51ft. 6in. Below 51ft. 6in. Below
Tien 51ft. 6in. Below 51ft. 6in. Below
P. Kulum 51ft. 6in. Below 51ft. 6in. Below
Wong-nai 51ft. 6in. Below 51ft. 6in. Below
STORAGE IN MILLIONS AND DECIMALS OF GALLONS.
Tytan 1274 1275
Bywash 1274 1275
Tien 1274 1275
P. Kulum 1274 1275
Wong-nai 1274 1275
Total 50160 50160
Consumption of water in the City and Hill District in millions of decimals gallons during the month of May, 1915.
Consumption 50160 50160
Estimated population 27,419 27,419
Head per day 124 124
Services to houses in Rider main Districts disconnected from Rides a.s. and supply given by public fountains only during May 1915. Constant supply in all districts during May 1915.

KOWLOON WATER WORKS LEVEL.
1915.
Kowloon Gr. 51ft. 6in. Below 51ft. 6in. Below
Kowloon Gr. 51ft. 6in. Below 51ft. 6in. Below
STORAGE IN MILLIONS AND DECIMALS OF GALLONS.
Kowloon Gr. 1274 1275
Kowloon Gr. 1274 1275
Total 50160 50160
Consumption of water in Kowloon in millions of Decimals Gallons during the month of May, 1915.
Consumption 50160 50160
Estimated population 27,419 27,419
Head per day 124 124
Services to houses in Rider main Districts disconnected from Rides a.s. and supply given by public fountains only during May 1915. Constant supply in all districts during May 1915.

WCHATHAM, Water Authority.

Oysters, Fresh, Fried or Stewed
Hindon Haddock, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 16th 11.50—Pressure has given way moderately over N. Japan and increased slightly elsewhere; it is now highest to the south of Japan, the anticyclone having spread westward. Relatively low areas cover N. China and Annam.

Hongkong Rainfall for the 14 hours ending at 10 a.m. to-day, 0.11 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	S. & S.E. winds, moderate; fair to cloudy.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. and Lamoo	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register. 16th June, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
Wootok 7a		29.87				
Nemuro 5a		29.89				
Hakodate		30.12				
Tokio		30.11				
Kochi		30.01				
Nagasaki		30.06				
Kagima		30.02				
Oshima		30.03				
Naha		30.03				
Ishijima		30.07				
Bonin Is.		30.16				
Chafoo						
Yokohama		29.78	65	95	0	4 ofd
Hankow						
Ichang						
Kiukiang						
Changsha						
Gutiaff		29.87	74	88	5	02
Sharp P.		29.83	78	83	0	0
Amoy		29.79	79	81	0	0
Swatow		29.85	79	85	1	0
Taihou		29.86	73	96	0	0
Taihu		29.85	73	96	0	0
Tainan		29.84	75	99	2	0
Koahun		29.86	79	99	4	0
P. Korum		29.82	81	98	4	0
Hankow		29.78	76	85	8	0
Hankow		29.79	81	97	2	0
Gay Rock		29.78	79	98	3	0
Macao		29.74	79	98	2	0
Wuhow						
Pakhoi						
Holow						
P. Kulum		29.69	81	96	6	0
Tamagawa		29.71	81	98	4	0
O. S. J.		29.74	81	98	2	0
Aspiri		29.81	79	89	8	0
Dagupan		29.78	79	84	2	0
Manila		29.80	77	94	6	0
Legaspi		29.81	81	87	1	0
Deloblan		29.79	79	95	0	0
Holow		29.76	81	90	2	0
Surigao		29.78	79	95	0	0
Latan						

C. W. JEFFRIES, Director.

Hongkong Observatory, June 16.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
State of Weather, b blue sky, c docted cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.
0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous.	Day.	On date.	On date.
at 5 p.m.	at 5 p.m.	at 5 p.m.	at 5 p.m.
Barometer	29.82	29.85	29.86
Temperature	82	81	86
Humidity	84	87	77
Wind Direction	SE	E	SSW
Force	3	2	3
Weather	0	0	0
Rain	—	0.11	—
Highest open air Temperature on the 15th	84	84	84
Lowest	—	—	76

H.K. Observatory, 16th June.

TIDE TABLE.

14th June to 20th June, 1915.

Day.	High Water.	Low Water.	Day.	High Water.	Low Water.
at 5 p.m.	at 5 p.m.	at 5 p.m.	at 5 p.m.	at 5 p.m.	at 5 p.m.
Mon. 14	5 59	3 3	Mon. 14	5 59	3 3
Tues. 15	6 0	3 3	Tues. 15	6 0	3 3
Wed. 16	6 0	3 3	Wed. 16	6 0	3 3
Thur. 17	6 0	3 3	Thur. 17	6 0	3 3
Fri. 18	6 0	3 3	Fri. 18	6 0	3 3
Sat. 19	6 0	3 3	Sat. 19	6 0	3 3
Sun. 20	6 0	3 3	Sun. 20	6 0	3 3

m morning, a afternoon.

MAIL STEAMER

THE PENINSULAR AND ORIENTAL S. N. CO.

ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI	Sardinia Capt. J. T. Jeffery	about 19th June	Freight & Passage
B'AY via Singapore, Penang and Colombo	Malta Capt. C. C. Talbot R.N.R.	noon 19th June	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Kashgar Capt. H. N. Rivers R.N.R.	about 2nd July	Freight & Passage
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